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For THE NEWSPAPER
J. G. Wilson
Business Manager

The China Mail

ESTABLISHED 1845

No. 27,150 HONG KONG, THURSDAY, APRIL 11, 1929. PRICE $3.00 Per Month.

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FRANCONIA GROUNDS AT SHANGHAI

4 PERSONS DEAD

ACCIDENT WHICH INVOLVED SEVERAL SHIPS

BUOY'S FATAL RE-BOUND

Shanghai, Last Night.

The Cunard Steamship Co.'s R.M.S. "Franconia," (of 20,000 tons), under Commander E. T. Britten, R.D., R.N.R., when leaving the China Merchants S. N. Co.'s lower wharf for Chinwangtao, grounded with her bows.

This liner, 612 feet long, swung across the Whangpoo River and just cleared the Italian cruiser "Libia," but fouled the cruiser's stern buoy, also the moorings and hull of the Japanese s.s. "Shunteen Maru."

Lighters in Smithereens

The "Shunteen Maru's" moorings parted and became entangled with the "Franconia's" balance rudder.

This Japanese vessel's upper structure was damaged and she pushed over a large mooring buoy which then bobbed up immediately under two cargo lighters, smashing these two craft to smithereens, and precipitating their crews (totalling twenty) into the river.

Most of these unfortunate people were saved but four were picked up unconscious and succumbed later.

Leaves Again To-day

The "Franconia" was skilfully re-moored alongside the China Merchants' lower wharf. Her rudder has been cleared by divers and she sails for Chinwangtao, in North China, on the morning of Thursday, April 11.—Reuter.

[With 400 hundred tourists on board, the "Franconia," on another of her round-the-world cruises, left Hong Kong on April 5 for Shanghai.

The China Merchants' lower wharf is on the left (International Settlement) bank of the Whangpoo, a tributary of the Yangtsze. Here the Whangpoo is less than half a mile wide, probably nearer a quarter of a mile.

The wharf is parallel to the river bank. Ships berthing in the stream are secured by buoys fore and aft.

Chinwangtao is in North China and is the point where the tourists go ashore to reach Peking by train.]

HOTEL PROPERTY

BLANKETS FOUND IN "KING EDWARD"

AMONG THE DEBRIS

Two Chinese were this morning charged before Major C. Willson, O.B.E., at the Central Magistracy, with the theft of two blankets from the King Edward Hotel.

One of the accused was found in Wanchai yesterday with one of the blankets in his possession, and when questioned he said that he was taking it to be washed.

The Chinese constable who stopped the man told him to tell it to the Inspector, and forthwith marched him to the station.

On inspection, the blanket was found to be the property of the King Edward Hotel. It had once been marked with the hotel's initials in thread, and although the three letters had been carefully removed, they could still be faintly seen.

The arrested man was questioned and he alleged that the blanket was given to him by a man living in West Point to be washed. The Police wanted to see this man, and a visit was paid to a house in First-street, West Point.

There was no one in the flat when the Police and the arrested man arrived, but a search of the premises resulted in the discovery of another King Edward Hotel blanket.

The Police decided to wait for their "bird." Presently he arrived and when questioned about the blanket found on his bed, he confessed.

He admitted that he had been one of the men engaged in clearing the debris at the hotel after the fire and had picked up the blanket from amongst the rubble.

It was in such a dirty condition that he thought it would not be wanted, and rather than have it destroyed by being burned in the rubbish dump, he took it home, washed it carefully, and used it.

He denied all knowledge, however, of the second blanket found in the possession of the first accused.

The Magistrate convicted both men and passed sentence of one month's hard labour each.

ORDER TO SEARCH

CHINESE AUTHORITIES AT SHANGHAI

SHIPS OF ALL NATIONS

Nanking, To-day.

The State Council of the National Government of China has instructed the Commissioner of Foreign Affairs for Kiangsu province (whose yamen is in Shanghai) to inform the Senior Consul in Shanghai that all vessels bound for Shanghai, irrespective of nationality, must be subject to search by responsible representatives of the local (Chinese) civil and military authorities on entering Woosung, the anchorage below Shanghai.

The object of this order, it is stated, is "to prevent counter-revolutionaries or communists from taking passage in foreign steamers for Shanghai."—Reuter.

MRS. GANN

MORE ABOUT THE "WASHINGTON SENSATION"

COMMITTEE APPOINTED

Washington, Yesterday.

Victory is conceded to Mrs. Gann. A crowded meeting at the British Embassy, composed of heads of practically every diplomatic mission in the United States, discussed the issue for hours, and decided that Mrs. Gann should be accorded the social status normally held by the wife of the Vice-President.

This policy will be observed until the Diplomatic Corps are to obtain a "definite ruling from a constituted American authority."

Sir Esme Howard, the British Ambassador, intimated that a committee of the Diplomatic Corps had been appointed to deal with such questions in the future. Apparently the status of Mr. Gann was not discussed.—Reuter's American Service.

WAR AFTERMATH

KWANGSI ARMY REMNANTS PURSUED

CHIANG KAI-SHEK'S "PAIN"

Nanking, Yesterday.

Admiral Chen Shao-kuan reports that, following swiftly on the capture of Sinti, Chenglingchi and Yochow, the gunboats "Yen Ning" and "Kwang Keng" are pursuing the defeated Kwangsi forces in the direction of Kinchow and Shasi, the fall of which is momentarily expected.—Reuter.

Nanking's Claims

Hankow, Yesterday.

The remnants of Hsia Wei's (Kwangsi) army have been disarmed by the Government troops near Hsientaochin, in western Hupeh. Several thousand rifles and a number of machine-guns have been captured.—Reuter.

The Kuominchun

Hankow, Yesterday.

Owing to the conclusion of the expedition against Wu-Han, the Kuominchun troops under General Han Fu-chu are leaving Kwangshui (in Hupeh) to return to Honan, in accordance with instructions from Feng Yu-hsiang.—Reuter.

Feng's Loyalty

Hankow, Yesterday.

As further indications of Feng Yu-hsiang's loyalty and Nanking's belief therein, through traffic on the Peking-Hankow Railway has been resumed, and the Government forces are busily demolishing the extensive defence system erected by the Kwangsi troops around Hankow.

General Lu Ti-ping has taken up the post of Garrison Commissioner of Wu-Han.—Reuter.

Wu-Han Finances

Nanking, Yesterday.

Mr. T. V. Soong (Finance Minister), accompanied by representatives of the Ministry of Finance, proceeded to Hankow by boat yesterday to re-organise the financial administration of Hupeh and Hunan.—Reuter.

Chiang Blames Himself

Hankow, Yesterday.

Marshal Chiang Kai-shek has circularised a telegram stating that the outbreak of civil war has caused him considerable pain. He appeals to the people to support the Central Government against the rebels, and concludes by blaming himself for the failure to prevent trouble, stating that as soon as permanent peace is established he intends to punish himself by giving up all his posts and leaving for abroad.—Reuter.

SALVATIONISTS' CENTENARY

FOUNDER'S BIRTH

COMMEMORATION PAGEANT ATTRACTS THOUSANDS

PRIME MINISTER PRESIDES

London, Yesterday.

Thousands of cheering Salvationists, in the Albert Hall, watched the pageant illustrating the Salvation Army's rise and progress, in connection with the Centenary celebration of the birth of William Booth, the Founder.

Mr. Baldwin, accompanied by his wife, presided, and said that it was most fitting that the Prime Minister should speak on that occasion, for the country and the country's debt to Booth, who, "like many great men, was a Conservative and a reformer and believed in tradition and novelty."—Reuter.

FRANCE & SIAM

PRINCE PURACHATRA ENTERTAINED IN PARIS

AIR COMMUNICATIONS

Paris, Yesterday.

The French Colonial Institute gave a luncheon to the Siamese Prince, Purachatra, which was attended by the Air Minister, the Siamese Minister, Phya Vidit Vong, representatives of the Foreign and Colonial Offices, and a number of authorities.

M. Maspero, speaking in the name of the Institute, welcomed Prince Purachatra as a great worker for Siamese prosperity, and as France's friend. He emphasised that this select gathering of Frenchmen was rejoicing in Franco-Siamese amicable relations.

Prince Purachatra returned thanks, and declared his agreement in favour of technical and commercial co-operation for Far Eastern aerial communications, of interest to both countries.—Reuter.

Prince Leaves For Berlin

Prince Purchatra, Minister of Communications for Siam has left Paris for Berlin.—Havas.

"ONLY ONE SHACK"

SENSATIONAL NEWS WHITTLED DOWN

BOMBING "OUTRAGE"

Managua, Yesterday.

Marine headquarters state that only one shack was destroyed at Las Limas. — Reuter's American Service.

[A telegram from Tegucigalpa, Honduras, dated April 9 stated that United States aeroplanes from Managua, which have been bombing suspected rebel camps along the border are reported to have bombed Las Limas in Honduras. It is stated that the town was destroyed by a fire resulting from the bombing, and the authorities are investigating.]

BOMB OUTRAGE

THREATS TOWARD MEMBERS OF ASSEMBLY

POLICE INVESTIGATING

New Delhi, Yesterday.

It is understood that some members of the Indian National assembly have received letters, signed "Dharamraj" (denoting "Hindustan Socialist Republican Army") threatening them with death.

The Police are investigating.—Reuter.

CALVIN COOLIDGE

APPOINTED DIRECTOR OF N. Y. INSURANCE CO.

SUCCEEDS MR. HERRICK

New York, Yesterday.

Ex-President Calvin Coolidge has been appointed a director of the New York Life Insurance Company in succession to the late Mr. Myron Herrick, who was U.S. Ambassador to France.—Reuter's American Service.

An English fitter named Sykes, temporarily engaged in Copenhagen in the erection of new machinery at the Ostre gasworks, was found unconscious suffering, apparently, from gas poisoning, and died.

DUET IN COURT

MANAGER AND ACCOUNTANT CHARGED

MISSING BUTTON MYSTERY?

A rather unusual case, arising out of an obstruction charge, was heard at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith.

It appeared that Indian constable 251 was on his beat yesterday at Tam Kun-road, Kowloon Tong, when he saw a motor lorry and 50 baskets of coal outside the Mee Wah Knitting Factory.

The baskets of coal were scattered all over the roadway and footpath, and Yeung Chak-foo, accountant of the Factory, was engaged in the process of weighing the fuel. Constable 251 thought that the coal and lorry were obstructing the public pathway. He approached Cheung Chak-foo and told him to clear the road way. He then went on his beat, but about twenty minutes returned to find that no attempt had been made to clear the road way.

While standing there cursing the density of Yeung, an Indian Police Sergeant, No. 367, came on the scene. The two of them consulted and decided to take out a summons against Yeung. They asked for his name, and Yeung refused to oblige. Words were exchanged and just as Constable 251 was about to drag Yeung to the Police Station, there came foaming from the doorway, Chan Chak, the assistant manager of the Factory. Chan, unlike his namesake, who is the Admiral of the Canton Fleet, was a formidable looking foe. He was big in size, and with a nasty temper to go with it.

Seizing hold of the Sergeant, he asked why in the name of all that was sacred they—two mere constables—dare to lay hands on his august foki. A struggle, as it was bound to be under such circumstances, ensued, the Sergeant lost a button in the struggle. The sum total of the dual combat was that Yeung was this morning charged with obstruction, and he was made to pay $2 before leaving the Court. The more aggressive Chan had to pay $10 for assaulting a Police Officer.

The foregoing was the story presented by the officers of the law. Yeung's story was that the 50 baskets of coal caused no obstruction and that he had not refused to give his name to the constble.

Chan Chak said that what the constables had testified against him was ridiculous and that no sane man could believe such an illogical and childish tale. It was true that he tried to shake the sergeant's hands off, but it was because his foki was being assaulted.

He also could call a witness to prove that the Sergeant had wilfully and maliciously torn off one of his buttons from his tunic so as to make a case against him. This witness was accordingly called and he said that, being a foki of the same factory, it was natural that he should follow the party to the Station. He waited outside when the party went into the charge room, and a few moments later he saw the Sergeant coming out through the doorway and pulling a button off from his tunic.

The Magistrate had other views in the matter and imposed the fines as stated.

OCCASIONAL RAIN

To-day's weather report, from the Royal Observatory states:—

The anti-cyclone has extended eastward to Japan; the depression has passed into the Pacific.

Moderate monsoon will prevail along the S. E. Coast and over the N. China Sea.

Forecast:—N. E. winds, moderate; cloudy with occasional rain, probably improving later.

The rainfall for the 24 hours ended at 10 a.m. to-day was 0.24 inch. Total since January 1, 2.26 inches, against an average of 7.72 inches.

MINE EXPLODES

Seven Naval Students Killed

JAPANESE TRAGEDY

Tokyo, To-day

It is officially stated that seven naval students were killed and thirty injured through a mine exploding on board a minelayer at Yokosuka naval base during practice operations.—Reuter.

COMING GENERAL ELECTION

1,640 CANDIDATES

FLOOD OF POLITICAL ORATORY FOR COUNTRY

25,000 MEETINGS

London, Yesterday.

The General Election campaign has been opened and the electorate will be bombarded with political oratory during the next seven weeks when some 25,000 thousand meetings will be held and the most modern devices used for the "big push" including radio, cinema and motor.

The Minister of War (Sir Laming Worthington-Evans) will deliver the first of eight political speeches which, by arrangement, will be broadcast to London by the three parties.

Sir Herbert Samuel, in the west country, inaugurated a great liberal motor crusade from Lands End to John o' Groats which will last three weeks.

65 Women

Already 1,640 candidates adopted, namely, 580 Conservatives, 565 Labour and 495 Liberals. They include 65 women, namely, 30 Labour, 28 Liberals and 7 Conservatives.

A proposal of the pact between the Conservatives and Liberals to keep out the Socialists is being much discussed, but the Minister of War has rejected the pact as a "policy of cowardice and futility."

Sir H. Samuel declared that the Liberal Party stands alone and it won't make a compact with either opponent.

Liberal Party Views

Viscount Grey of Fallodon addressed a meeting before the London Liberal Council which was formed against Mr. Lloyd George's leadership in 1927.

Viscount Grey expressed the opinion that reasons for the separate existence of the Council had not diminished but they must consider on which side they would fight in the Election. He declared that only by the return of the Liberals could the country be safeguarded from protection on the one hand and Socialism on the other hand. If Mr. Lloyd George's unemployment pledge assured return to Government which, whatever its party, would have to consider Mr. Lloyd George's proposals as a practical policy.—Reuter.

Cabinet Meeting

The first Cabinet meeting after the Easter recess was held to-day. It is understood that the Premier outlined the Party's General Election policy, which he will announce a week to-morrow at a meeting at Drury Lane Theatre and that Mr. Churchill, Chancellor of the Exchequer, submitted some of the proposals of his forthcoming Budget, which will have a bearing on the election programme. — British Wireless Service.

Labour Promises

London, Yesterday.

Following consultations between the Labour Party and representatives of the building operatives, the Labourite spokesman, Mr. Arthur Greenwood, M.P., indicated that if a Labour Government were formed it would go "full steam ahead" with provision for working class houses at reasonable rentals and the destruction of slums.—Reuter.

AT BOGNOR

THE KING SEEING MORE VISITORS

DANISH PRINCE'S VISIT

London, Yesterday.

The King passed a good day. In spite of a cold north-easterly wind His Majesty was out in the gardens of Craigweil House during the whole morning and was joined by Lord Stamfordham, his Private Secretary, who walked and chatted with His Majesty. Prince Axel of Denmark arrived at Bognor this afternoon.—British Wireless Service.

GIRL'S GIRDLE

WORN BY TRAFFICKER IN OPIUM

A FINE OF $3,000

A Chinese girl, aged 12 years, was this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with the unlawful possession of 25 taels of prepared non-Government opium.

She was arrested on the waterfront yesterday afternoon, coming out of one of the wharves. Suspicion was aroused by the girl's exceptionally thick waist, and she was detained.

Luckily for her, she had the sense to make a clean breast of it. She pointed out a man in front of her as the person who knew more about the matter than she did. A Revenue Officer went after the man and brought him back.

When the girl was searched, she was found to be wearing a man's girdle under her coat, and the illicit opium was concealed in this girdle.

In Court this morning, the girl said that the man gave her the girdle to wear on a ship and she did so, not knowing what she was being let in for.

The man, who was also produced in Court, denied all knowledge of the affair, but the girl was insistent that the girdle belonged to the man.

The Police clinched the matter when they told the Magistrate that, when the man was searched, he was found to be keeping his own trousers up with the girl's girdle!

When taxed on this point the man had to admit that he had given the girl the girdle to try on on board the ship and afterward forgot all about it in his hurry to land after the ship had got alongside the wharf.

The man was then charged as the owner of the opium and was sentenced to a fine of $3,000 or, in default, three months' hard labour.

His Worship, however, did not think that the girl was entirely innocent, but in view of her age, he hesitated to deal with her, and referred her to the Secretary for Chinese Affairs instead.

UTMOST GRAVITY

MR. POTTER ON THE CHINESE "NOTE" CASE

CONCLUDING ADDRESS

Mr. Eldon Potter, K.C., who is appearing with Mr. C. G. Alabaster, O.B.E., K.C. (instructed by Messrs. d'Almada & Mason) for the defendants, the Ma Pak Leung firm, druggists, Hong Kong, in the "Chinese borrowing note" case which has been before his Honour the Chief Justice (Mr. Henry Gollan, C.B.E.) for some days, addressed the Court this morning on the completion of evidence yesterday.

He said that the case was of the utmost gravity because his Lordship was asked to make a declaration that the defendant firm (which had been in the apparent possession of two brothers since 1903) was not their property "but is part and parcel of a foreign firm carrying on business in Fatshan." Only the most cogent evidence, said Mr. Potter, should satisfy his Lordship and the onus was on the plaintiff to prove his case, he added.

Mr. F. C. Jenkin (instructed by Messrs. Hastings, Dennys & Bowley), appearing for the plaintiff, Lam Ting-on (as head of the King On Tong), is to reply this afternoon.

M. MIRONESCU

ROUMANIAN FOREIGN MINISTER IN LONDON

London, Yesterday.

Mons. Mironescu, the Roumanian Foreign Minister, arrived in London this evening, and was met by a representative of Sir Austen Chamberlain, the Secretary for Foreign Affairs, at Victoria Station.—British Wireless Service.

FREE STATE STAMPS

The Free State Government has decided to make a special issue of postage stamps to commemorate the centenary of Roman Catholic emancipation next June.

BUDGET AND THE TEA DUTY

ANTICIPATIONS

WHAT THE DEALERS ARE NOW DOING

VARIOUS VIEWS HELD

London, Yesterday.

The business of the tea market has been held up because it is thought the Budget will announce substantial reductions in the tea duty. Dealers are withdrawing as little as possible from bond. The general impression is that only Empire grown tea will be affected, but the brokers do not believe that the whole Empire duty will be removed.

They anticipate that the reduction will be about twopence off the Empire duty.—Reuter.

"I'M ALONE"

CANADA'S NOTE PRESENTED TO U.S.A.

QUESTION'S RAISED

Washington, Yesterday.

The Canadian Note on the "I'm Alone" case was presented to the State Department by the Canadian Legation yesterday afternoon.

Its terms were not disclosed.

The Note

There is reason to believe, however, that the Note raises three points bearing upon the Anglo-American Treaty of 1924.

The first is based on the contention of Captain Randell that the pursuit did not begin, as the coast-guards reported, within an hour's sailing distance of the coast, which was established by the Treaty as the limit within which seizure and search would be permitted.

Secondly, that while the right of "hot pursuit" of suspected vessels is recognised by International Law if begun within the three mile limit, no Treaty sanctions such a pursuit if begun outside that limit.

Thirdly, the question is raised as to whether the right to attack and sink a vessel in an effort to enforce the right of search and seizure is sanctioned by the Treaty, and whether such action, involving possible loss of life and property, is justified.—Reuter's American Service.

The Canadian Note

Washington, Yesterday.

Contrary to Press reports, representing that it was "truculent," Mr. Stimson states that the tone of the Canadian Note regarding the "I'm Alone" affair is very temperate and conciliatory. He adds that American reply is being drafted.—Reuter's American Service.

SPURIOUS MONEY

$1,000,000 CONFISCATED DURING THE YEAR

34 COUNTRIES INTERESTED

Geneva, Yesterday.

Counterfeit currency estimated at $1,000,000 is confiscated annually throughout the world, stated M. Pospisil, Governor of the National Bank of Czecho-Slovakia, who presided at a conference of bankers, police officers, and professors of international and criminal law, representing 34 countries held here to-day.

They have met to consider the draft of a Convention for the suppression of counterfeit currency, prepared by a special League Commission, which was appointed in consequence of French proposals, following large-scale counterfeiting of French money by Hungarians in 1926.

The Convention recommends severe repressive legislative measures in all countries, and the establishment of an administrative organisation to ensure swift and well co-ordinated measures for the apprehension of counterfeiters.

It is hoped to obtain the co-operation of the police authorities in different countries to attain these ends.—Reuter.

GENERAL DAWES

AMBASSADORIAL APPOINTMENT APPROVED

Washington, Yesterday.

King George has approved of General Dawes' appointment as U.S. Ambassador to London.—Reuter's American Service.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling ..... £ 6,000,000
Silver $14,000,000
Reserve Liability of Proprietors $20,000,000

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HAIPHONG	SAIGON
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HANKOW	SHANGHAI
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HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
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KUALA LUMPUR	

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Hong Kong, 18th March, 1929.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.
A. C. HYNES, Chief Manager.
Hong Kong, 18th September, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

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Established 1824.

Hong Kong Office:—31 Queen's Road Central.
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Paid-Up Capital ..... Guilders 80,000,000 (£6,666,670.)
Reserve Fund ..... Guilders 40,000,000 (£3,333,333.)

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Every description of Banking and Exchange Business transacted.
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A. LECOT, Manager.
Hong Kong, 28th Nov., 1928.

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Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve fund ..... Yen 105,500,000

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London	Tsinanfu
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Manila	(Temporarily closed)
Nagasaki	
Nagoya	

Interest allowed on Current Accounts.
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H. MORI, Manager.
Hong Kong, 11th March, 1929.

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LONDON:—Midland Bank, Ltd.
NEW YORK:—American Exchange Irving Trust Co., Banca Commerciale Italiana.
SAN FRANCISCO:—Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.
L. BERNIS, Manager.
Hong Kong, 3rd August, 1928.

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Incorporated by Royal Chater, 1853.
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Paid-up Capital £3,000,000
Reserve Fund £4,000,000
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BOMBAY	MEDAN
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CANTON	PEKING
CAWNPORE	PENANG
CEBU	PESHAWAR
COLOMBO	RANGOON
DAIREN (Dalny, South Manchuria)	SAIGON
DELHI	SEMARANG
HAIPHONG	SEREMBAN
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	TAIPING
ILOILO	(F.M.S.)
IPOH	TAYOY
KARACHI	TIENTSIN
KLANG	TOKYO
KOBE	TONGKAH (Bhukat)
KUALA KANGSAR	TSINGTAO
Perak (F.M.S.)	YOKOHAMA
	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hong Kong, 8th January, 1929.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO)

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued
Average amount ....Yen. 45,000,000

BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.
LONDON BANKERS:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India Philippine Islands, Java, Africa, U.S.A., Australia, etc.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application. Deposits in Yen can be accepted
K. NAGUBA, Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central.
Hong Kong, 19th January, 1929.

THE BANK OF CHINA. 中國銀行

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital $50,000,000.00
Paid-up Capital 18,278,600.00
Reserve Fund 9,629,425.24

HEAD OFFICE: PEKING.

HONG KONG BRANCH:
4, Queen's Road Central.
Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
SHOU J. CHEN, Manager.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) ...$11,000,000
Paid Up Capital 9,864,306
Reserve Fund 800,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
LONDON BANKERS:—
The Lloyd's Bank Limited.
CORRESPONDENTS
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $5 to $60.
LOOK POONG SHAN, Chief Manager.
Hong Kong, 19th February, 1927.

COMMERCE AND FINANCE.

AMERICAN EXPRESS

AFFILIATION WITH "CHASE" CONCERNS

LOCAL CONFIRMATION

The local branch of the American Express Company, Inc., is in receipt of cable advice from its head office confirming the public announcement of an offer being made to shareholders of the American Express Co. for the exchange of stock of the Chase National Bank of New York and the Chase Securities Corporation for stock of the American Express Company.

Their advice states further that the consumption of present plans will result in the close affiliation of these institutions. The American Express Company name, policy, business, and management will continue as at present. The American Express Co. will continue its issurance of travellers cheques, money orders, foreign remittances, and its other financial and travel business.

WEIGHTS-MEASURES

INDUSTRIAL STANDARDS OF LENGTH

At a meeting of the International Conference of Weights and Measures held in 1927, a proposal was put forward by the American delegates to adopt 68 deg. F. (20 deg. C.) as the future temperature of adjustment for all industrial standards of length. This temperature is already largely employed in the United States and in most Continental countries, although Great Britain and France are exceptions in this respect, using the temperatures 62 deg. F. and 0 deg. C. respectively. Mr. J. E. Sears, the British delegate to the Conference, supported the general adoption of a workshop, temperature for the adjustment of standards, in preference to 0 deg. C., but desired to ascertain the views of British industry before agreeing to the temperature of 68 deg. F. On the matter being referred to the British Engineering Standards Association, a committee of that body was appointed to consider the question, and this committee is disposed to concur in the proposal referred to. Before taking definite action, however, they wish to ascertain whether or not the proposed change would be welcomed by British industrial concerns, and have consequently forwarded a letter, with a memorandum clearly setting forth the reasons for and effects of the proposed change, to a large number of interested organisations and individual firms throughout the engineering industry. Any firms engaged in precision work or in work involving the use of gauges desirous of receiving copies of the memorandum, and not having already done so, can obtain them through their trade organisations or directly from the offices of the Association, 28, Victoria-street, Westminster, London, S.W.1. Any comments they may desire to make, however, must reach the Association not later than the 28th instant.—"Engineering."

IRON AND STEEL

SHIPMENTS FROM THE TEES

Tees Conservancy statistics issued give the imports of iron and steel to the Middlesbrough district from Holland, Belgium, France, Norway, Sweden, Finland, India, Germany, and coastwise for the four months ending February 25 last, together with those for the same months a year ago and for the corresponding pre-war period of 1913-1914.

Pig iron received to the end of last month amounted to 17,248 tons, as against 3,361 tons a year ago, and only 54 tons in the pre-war period. Crude sheet, bars, billets, blooms, and slabs accepted in the past four months reached 34,047 tons, as against 53,393 tons for the same months a year ago, and 14,309 tons in the pre-war period, and plates, bars, angles, rails, sheets, and joists imported to the end of last month totalled 11,050 tons, as against 14,959 tons for the same months a year ago, and 7,906 tons in the pre-war period.

The shipments of iron and steel from the Tees were the heaviest since December, 1927. Pig-iron loadings were 2,000 tons less than in January, but steel clearances showed gratifying increases, the improvement being most marked in the shipments to South and East Africa. Of the 14,915 tons of pig-iron despatched, 5,764 tons went coastwise and 9,151 tons overseas; of the 5,417 tons of manufactured iron shipped, 1,621 went coastwise and 3,796 tons abroad; and of the 70,968 tons of steel cleared, 9,272 tons went coastwise and 61,696 tons to foreign ports.

A $200,000,000 MERGER

STANDARD AND VACUUM OIL CO.'S

New York.—Unless the Government intervenes by authority of the Anti-Monopoly Law, it is expected in Wall-street that the Standard Oil Company of New York and the Vacuum Oil Company, a unit of the old Standard Oil combination, will merge their interests into a great producing and marketing concern, with assets of approximately £200,000,000.

The regrouping of any of the Standard Oil units is forbidden under the decree dissolving the original trust. But sanction for the proposed deal, it is understood, will be sought on the ground that non-competitive companies are involved. The new arrangement would bring the two companies together in the foreign field for the distribution of each other's products in Europe, Australia, and the Orient.

SHANGHAI SHARES

INDUSTRIALS IN STEADY DEMAND

RUBBERS ARE WANTED

Shanghai, April 4.

Industrials.—Shanghai Docks received much attention yesterday. They opened at Tls.121 and advanced to Tls.125 cash and Tls.128.50 June. Ewo Mills opened at Tls.12.60 buyers and Tls.13.00 sellers closing with business done at Tls.12.70 cash and Tls.13.25 June. There is a better feeling in this market due to the possible cessation of hostilities on the Yangtsze. Shanghai Lands are quiet and steady and Shanghai Wharfs are wanted at Tls.168.50. Omnibus are in demand at Tls.1.50 and Shanghai Trams changed hands at Tls.23 cash.

Rubber.—A better feeling prevailed here and shares were in command at prices slightly higher than opening quotations.

Greyhounds are inclined to be easy. G.R.A.'s found buyers at $20.50 but S.I.G.S. and Canidromes' were not in great demand.

Debentures.—These are in demand and S.M.C. 6 per cent. were done at Tls.93.50, 7 per cent. were booked at Tls.98 and 8 per cent. could be placed at Tls.102. Waterworks and Shanghai Land debentures are in demand at about the same quotations.

LONDON TEA SALES

INDIFFERENT DEMAND AND QUIET CONDITIONS

The weekly report of the Tea Brokers' Association of London, dated March 7, indicates that very quiet conditions have prevailed in the tea markets. The report says that the sales of Indian tea passed slowly with an indifferent demand for commonest and poor medium kinds which were generally ¼d. to ½d. per pound lower; clean black leaf was, however, about steady. Good liquoring kinds, particularly those with pronounced autumn flavour, were firm to dearer. The market was again weak and hesitating for common and indifferent liquoring teas, which as a rule showed a further decline of ¼d. per pound as compared with the basis of prices. Fine tea again sold well. The smaller quantity of South India teas offered met an easier market.

The Indian Tea Association, Calcutta, cabled under date March 4: "Weather seasonable." Quotation for clean common broken pekoe souchong, 1s. 0¼d.: last sale, 1s. 0½d.; corresponding sale, 1928, 1s. 1¾d. per pound. Quantity advertised for next sale, 50,984 packages, of which 48,100 packages are on garden account.

Ceylon.—Although quality showed an improvement, buyers for the home trade were rather apathetic, except for the Nuwera Eliya district teas and those combining good quality with body in the cup. Teas with thin liquors were irregular. Leaf grades with flavour suitable for export were again a good market. Good common tea and mediums with coloury liquors were steady. The following are the highest prices realized: Broken orange pekoe, 2s. 5½d.; broken pekoe, 2s. 2½d.; pekoe, 2s. 3d.; flowery orange pekoe, 2s. 1¾d.; orange pekoe, 2s. 3¾d.; broke orange pekoe fannings, 2s. 4½d.; and fannings, 2s. 5¾d. per pound. Quantity advertised for next sale 19,337 packages, of which 19,000 packages are on garden account.

Java and Sumatra.—The small supplies met with a distinctly better demand than at last week's auction. All kinds came in for brisk competition, with rates showing an advance of ¼d. per pound for common, and ½d. and more for medium and better descriptions.

China.—Business has been very quiet. Some Keemuns have been sold round 1s. 8d., 1s. 10d. and up to about 2s. 2d. per pound. A few Monings have sold between 8d. and 10d. per pound, and some small lots of Ching Wo about 1s. 3d. per pound.

TIN CONSUMPTION

RECORD 1929 DELIVERIES TO U.S.A.

According to official figures, deliveries of tin in the United States during February amounted to 6,750 tons, bringing the total deliveries thus far in 1929 to 15,545 long tons, a new high record, which is 1,000 tons above the previous January-February record in 1925. Tin brokers anticipate a decided gain in March deliveries as a result of delay in discharging cargo from several vessels recently arrived. At prevailing prices U.S. in deliveries so far this year are worth approximately $3,400,000. The increasing importance of tin to American industry has given rise to the anticipation generally that a new record in tin consumption will be reached in the United States this year.

RUBBER OUTPUTS

Messrs. J. A. Wattie & Co., Ltd., secretaries of the undermentioned Estates informs that the output of rubber from the Estates during the month of March was as follows:—

	lb.
Anglo-Dutch	109,000
Anglo-Java	253,000
Java Consolidated	85,700
Kroewoek	83,000
Ziangbe	107,000
Output of Coffee	
Kali Glidik	30 piculs

Messrs. Ilbert & Co., Ltd., the local secretaries of the Gula-Kalumpong Rubber Estates Ltd. are in receipt of the following telegram from their Penang Agents:—

	lb.
Out-put of Dry Rubber for March, 1929	135,000
Shipped	172,522
	nuts
Cocoanuts	1,000,000
Rainfall	7½ inches

COTTON TRADE

REPORT FROM MANCHESTER MARKET

TRADE WITH CHINA

Messrs. James F. Hutton & Co., Ltd., Manchester, in their report, dated February 13, state:—

On the whole, the values of the raw material have advanced in a steady but small degree during the past week, until spot cotton at Liverpool now stands at 10.46d. per lb. This advance has, however, been of a purely nominal nature and cannot be attributed to any excessive weight of business or bullish sentiments. Experts consider that the present basis represents a steady level for transactions and it is impossible that there will be any marked fluctuation in values for some little time. Generally speaking, however, the condition of the raw cotton markets has been unfavourable to business this week, for although something like stability has been reached it appears that overseas buyers have lost confidence. Many manufacturers, however, report that they have their looms fairly well engaged especially in the narrower widths, whilst the general volume of enquiry has certainly shown an improvement. Spinners, however, report that they are still doing only a moderate business, as the amount of turnover has been only of small dimensions.

Main Markets

Dealing with the main markets of the world, similar reports to last week came to hand. The Calcutta restrictions on purchases of light goods and the New Year celebrations in China have continued to act as a check on fresh business here, whilst the unsettled municipal conditions at Bombay have been an added difficulty. Demand from these three sources has however not been entirely lacking though the bookings have necessarily been only scanty. Calcutta has been interested in odd fancy styles whilst Bombay and Madras have enquired for the lighter bleaching cloths.

China and the Straits

China along with Singapore has taken some lines of shirtings and also fancy cloths. Egypt and some of the Near Eastern markets have sent offers for bleached goods in both light and heavy qualities, but only a meagre trade has resulted.

The African markets generally have been quiet but there has been a small business going through in finished goods and dress styles for South America.

The Continental business still continues to be disappointing there being only a small volume of enquiry.

SWISS RAILWAYS

In the Budget Report of the Swiss Federal Railways for 1929, a sum of 42,733,900 fr. has been set aside for constructional work. The expenditure provided for electrification work is 4,737,000 fr., and according to a recent issue of "The Board of Trade Journal," this amount is made up of a large number of small items connected with the completion of existing electric tractive installations. The Sargans to Coire line, and that from Winterthur to Rorschach, via Romanshorn, were opened to electric traction in May last. The line from Oerlikon to Schaffhausen was practically ready for electrical operation on December 31, 1928. During 1929 it is proposed to replace, at a cost of 750,000 fr., the three-phase system, employed in the Simplon Tunnel, by the single-phase system. The Massaboden power station, near Brigue, will be transformed at a cost of 490,000 fr. Similar reconstruction work will be carried out in connection with the Seethal line between Emmenbrucke (Lucerne) and Wildegg (Aargau), and Beinwil and Muenster (Aargau). The pressure of the overhead line will be increased from 6,500 volts to 15,000 volts single-phase, at a cost of 1½ million fr., of which 502,000 fr. will be spent during 1929. —"Engineering."

TO-DAY'S RADIO

BROADCAST BY Z. B. W.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

5.30-6.30 p.m. — Programme of Chinese Music, (Oriental Records supplied through the courtesy of Messrs. Sincere Company).

7.48 p.m. — Evening Weather Report.

8 p.m.—Evening Programme of Chinese Music, relayed from the roof garden of Messrs. The Sincere Company, Ltd.

10.30 p.m.—Close Down.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

			April 4, 1929.	June, 1918.	June, 1914.
			Cts.	Cts.	Cts.
Beef Sirloin	牛尾枝	lb.	28	24	12
„ Prime Cut		„	30	28	11
„ Corned	咸牛肉	„	—	23	12
„ Roast	燒牛肉	„	28	24	22
„ Breast	牛腩	„	24	20	18
„ Soup	湯肉	„	24	20	18
„ Steak	牛排	„	28	24	22
„ Steak Sirlon	牛柳	„	36	30	35
„ Sausages	牛腸	„	32	26	20
Bullock's Brains	牛腦	per set	15	10	12
„ Tongue, fresh	牛脷	each	65	50	60
„ Tongue, corned	咸牛脷	„	—	60	—
„ Head	牛頭	„	$1.20	—	$1.20
„ Heart	牛心	lb.	24	18	14
„ Hump, Salt	牛肩	„	34	20	18
„ Feet	牛腳	each	10	10	12
„ Kidneys	牛腰	„	15	10	12
„ Tail	牛尾	„	25	20	22
„ Liver	牛肝	lb.	24	18	14
„ Tripe	牛肚	„	8	6	7
Calves' Head & Feet	牛仔頭腳	set	$1.20	$1.00	$1.00
Mutton Chop	羊排骨	lb.	45	26	—
„ Leg	羊脾	„	45	26	—
„ Shoulder	羊手	„	44	24	—
„ Saddle	羊肉鞍	„	45	—	—
Pig's Chitlings	猪腸	„	30	—	27
„ Brains	猪腦	Per set	5	—	12
„ Feet	猪腳	lb.	18	15	—
„ Fry	猪什頭	„	28	15	18
„ Head	猪頭	„	18	20	—
„ Heart	猪心	each	15	10	10
„ Kidneys	猪腰	„	15	10	3
„ Liver	猪肝	lb.	50	30	24
Pork Chop	猪排骨	„	34	25	23
„ Leg	猪腿	„	34	—	—
„ Loin	猪後頭	„	42	60	70
„ Fat or Lard		„	26	21	—
Sheep's Head & Feet	羊羊頭	per set	92	60	70
„ Heart	羊心	each	11	8	7
„ Kidneys	羊腰	„	15	12	10
„ Liver	羊肝	„	46	26	25
Sucking Pigs, to order	乳豬	lb.	25	25	22
Suet, Beef	牛羊油	„	30	20	18
„ Mutton	羊仔油	„	45	26	26
Veal	牛仔肉	„	30	20	20
„ Sausages		„	32	—	—
„ „ No. 1		„	28	—	—

Fish.

Barbel	蛟魚	lb.	36	16	24
Bream	鳥魚	„	32	20	16
Canton Fresh Water Fish.	省城淡水塘魚	„	26	13	16
		„	26	16	27
Carp	鯉鯽	„	35	12	9
Catfish	鰱魚	„	26	16	27
Codfish	鱈魚	„	38	23	26
Crabs		„	36	16	27
Cuttle Fish	墨魚	„	32	23	16
Dab		„	22	20	—
Dace	黃鐵	„	16	10	8
Dog Fish	海狗魚	„	22	16	—
Eels, Conger	黃田鰻	„	26	10	13
„ Fresh Water	水鰻	„	36	26	30
„ Yellow		„	46	32	25
Frogs	田雞	„	64	40	30
Garoupa	石斑魚	„	34	22	18
Gudgeon	白鯧	„	26	18	23
Herrings	青魚	„	28	18	15
Halibut	大比目魚	„	32	22	18
Labrus	青衣	„	65	22	24
Loach	烏龍	„	36	32	21
Lobsters	龍蝦	„	35	20	26
Mackerel	白鯖魚	„	28	13	2
Monk Fish	鮟鱇魚	„	35	13	2
Mullet	烏頭	„	62	16	22
Oysters	蠔	„	28	14	9
Parrot Fish	青衣	„	32	20	15
Perch	鱸魚	„	16	16	9
Pike	白鮫魚	„	36	26	29
Plaice	比目魚	„	34	36	30
Pomfret, White	白鯧	„	36	36	45
Pomfret, Black	黑鯧	„	33	10	14
Prawns	蝦	„	36	10	14
Ray	魟公魚	„	18	13	18
Rock Fish	石斑魚	„	26	22	10
Roach	鯽魚	„	42	36	30
Salmon	三文魚	„	36	8	10
Shark	沙魚	„	16	10	10
Skate	蝦立魚	„	16	32	30
Shrimps	大蝦	„	65	26	35
Snapper	赤魚	„	36	28	28
Soles	龍利魚	„	24	22	18
Tench	沙魚	„	32	18	12
Turbot	左口魚	„	1.50	40	—
Turtles, small, fr. water	細水龜	„			

Poultry.

			April 4, 1929.	June, 1918.	June, 1914.
			Cts.	Cts.	Cts.
Chicken	雞	lb.	48	30	31
Capons, Small	線雞	„	42	28	30
Capons, Large	肥線雞	„	42	28	30
Duck	鴨	„	35	22	21
Doves	斑鳩	each	—	22	21
Eggs, Hen (cooking)	雞蛋	per doz.	28	18	—
Eggs, Hen (fresh)	新鮮雞蛋	„	32	25	20
Fowls, Canton	本地雞	lb.	52	36	24
Fowls, Hainan	海南雞	„	40	35	24
Geese	鵝	„	36	24	24
Pigeons, Canton	白鴿	each	45	30	—
„ Hoihow	海口鴿	„	38	28	—
Turkeys, Cock	火雞公	lb.	75	—	—
Turkeys, Hen	火雞雌	„	55	51	45
Snipe	沙追	each	20	—	—
Pheasant	山雞	pair	1.80	—	—
Quail	鶉鶉	each	32	—	2
Partridges	鷓鴣	„	75	—	—

Fruits.

Almonds	杏仁	lb.	65	35	—
Apples (California)	金山蘋菓	„	22	24	—
Bananas (bride's)	蕉山香蕉	„	6	4	—
Carambola	楊桃	„	—	12	—
Cocoanuts	椰子	each	14	10	10
Lemons, China	檸檬	lb.	—	25	30
Lemons (America)	金山檸檬	each	8	8	—
Lichees, Dried	荔枝干	lb.	—	25	30
Oranges (Canton)	新會甜橙	„	18	—	—
Oranges	橙	„	24	—	15
Pears (Canton)	沙梨	„	18	—	—
Peanuts	花生	„	14	10	12
Persimmons, Large	紅柿	„	—	12	—
Plantain	大蕉	„	5	3	—
Pumelo, Siam	暹羅柚	each	15	12	6
Walnuts	合桃	lb.	18	—	16
Grapes	菩提子	„	—	—	—

Vegetables, &c.

Artichokes	鴉芝竹	each	12	—	8
Beans, Sprout	芽豆菜	lb.	5	—	7
„ Long	豆角	„	—	8	—
Beet Root	紅頭菜	„	10	—	—
Bitter Squash	苦瓜	„	8	24	—
Brinjals, Green	青瓜	„	8	5	8
„ Red	紅瓜	„	8	5	8
Cabbage, Chinese	芥菜	„	6	5	8
„ (Shanghai)	鄉菜	„	8	—	—
Cane Shoots, bunch	蔗	„	12	12	—
Cauliflower (Large)	大鄉菜花	each	20	—	—
„ (Medium)	中鄉菜花	„	15	—	—
„ (Small)	細鄉菜花	„	12	6	6
Carrots	金塘笋菜	lb.	8	6	6
Celery, Chinese	奥菜	„	10	10	6
Chillies, Dried	辣椒干	„	18	25	5
„ Red	紅辣椒	„	10	10	16
„ Green	青花椒	„	8	8	12
Curry Stuff, English	香料	„	10	8	—
Cucumbers	青瓜	„	16	2	—
Garlic	蒜頭	„	10	6	6
Ginger, Young	子薑	„	8	7	—
„ Old	老薑	„	10	10	—
Horseradish, Shanghai		„	32	8	4
Indian Corn	粟米	„	8	45	—
Lettuce	生菜	„	6	1	—
Water Chestnuts	馬蹄	„	8	—	8
„ Mandarin	桂林馬蹄	„	10	—	8
Mushrooms, Fresh	鮮草菰	„	—	—	3
Okroes		„	—	1	10
Onions, Bombay	洋葱頭	„	8	8	3
„ Green	生葱	„	6	4	6
„ Shanghai	上海葱頭	„	8	6	—
Parsley	芹香菜	„	10	60	8
Potato, Sweet	番薯仔	„	5	3	—
„ Japanese	日本薯仔	„	—	3	—
„ American	金山薯仔	„	5	3	—
Pumpkin	冬瓜	„	5	4	4
Radish	紅蘿蔔仔	„	5	—	—
Rhubarb (Fresh)	大干葱頭	„	15	—	10
Shallots	葱	„	8	—	3
Spinach	菠蓉菜	„	6	5	—
Tomatoes	番茄	„	8	4	—
Taros	芋艿	„	4	7	—
Turnips, Punti (Long)	大蘿蔔	„	5	5	—
Vegetable Marrow		„	—	4	—
Water Cress	西洋菜	„	6	15	—
Water Lily Root	蓮	„	4	6	—

Phone C. 22
FOR
CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid $1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

WANTED

WANTED.— English Woman seeks daily employment. Capable child's nurse. Apply to Box 580, c/o "China Mail."

WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

LOST.

LOST.—In Kowloon, small rough hair Terrier, white with black marking. Finder please return to 3, Chatham Road. Reward.

TO LET.

TO LET.—GODOWN, 150, Praya East. —Apply: GANDE, PRICE & CO., LTD.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 587, Nathan Rd.

TO LET.—"Norman Cottage" East, Seth's Corner, Furnished 6 roomed house. Garage for Austin "7." Early occupation. Apply to Percy Smith, Seth & Fleming.

FOR SALE.

FOR SALE.—1930 Opel Cars, 9/16 H.P. Four Passengers Touring and 30/60 H.P. Seven Passengers Pullman Limousine de Luxe. Apply Lyen Bros., China Bldgs. 'Phone C. 3313.

FOR SALE.—"Barkers," Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 594, c/o "China Mail."

FOR SALE.—Large Rickshaw, in perfect condition; pneumatic tyres; recently overhauled. Can be seen any time. Y.M.C.A., Kowloon.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Frodel Higher Certificate).

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call: — K.661 — No. 2, Saigon Street, Yaumati or C.2560 — No. 36, Tung Man Street.

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Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.
ZIESS and BUSCH FIELD GLASSES
Price Moderate.
A Trial Order is Solicited.
A. SEK & CO.
Tel. No. C. 3459.
26A, Des Voeux Road C., Hong Kong.

PUBLIC AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.	about	$	$
1	New Kowloon Inland Lot No. 4213	Junction of Apliu Street and Shek Kip Mei Street, Shamshuipo.	As	per	sale	plan.	7,560	54	13,904

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. Ft.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.	About	$	$
2	Inland Lot No. 2853.	Wong Nei Chung.	As	per	sale	plan.	3,300	18	16,200

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

— Public Auctions —

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, April 12, 1929,
commencing at 10.30 a.m.,
at the Standard Oil Company's Installation, Laichikok.

A Large Quantity of
SURPLUS STORES.

Comprising:—
Anchor, Brass Bushing, Burner (complete Fuel Oil Burning Outfit), Leather Belting, Watchman Clocks, Westinghouse Dynamos, Engines, Faucets, Hydrant, S. G., Revitting Hammers, Wire Wound Hose, R. H. Lace, Motor, Pipe Threading Machine, Rotary Pumps, Screw Drivers, Screws, Hand Taps, Tees, Spar Varnish, Valves, Delco Lighting Plant, etc.,
and
A QUANTITY OF FURNITURE
including:—
Desks, Dressing Tables, Sideboards, Washing Tables, Wardrobes, Door Mats, Mattings, Electric Ceiling and Table Fans, Tables, etc., etc.

On View from Tuesday, April 2, 1929.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 25, 1929.

CLOSING SALE
at
FOOK WENG & CO.
China Building,
Hong Kong
for
Canton Shawl, Swatow Linen, Shanghai Silk, and all sorts of ORIENTAL ART OBJECTS.

£50 CASH FOR POEMS

£50 is offered in Cash Prizes for poems. Full particulars free. MSS. of all descriptions also required, both for book issue and for magazines. No reading fees. Current lists and booklets of commendation on application.
ARTHUR H. STOCKWELL, LTD.
29, Ludgate Hill, London, England.

NOTICES.

NOTICE.

A DANCE given by H.M.S. "Kent's" Dance Club will be held at Lane, Crawford's on FRIDAY, April 12, from 8 p.m. till 11.45 p.m. Gentlemen $1.50. Ladies free.

Hong Kong, April 9, 1929.

ST. STEPHEN'S COLLEGE

ANNUAL SPORTS

on Queen's College Ground
(by kind permission of the Headmaster)
at 2 p.m.
on FRIDAY, April 12th.

Old Boys' 220 yds. race about 4.30 p.m. Post Entries.

All Old Boys Cordially Invited.

NAVY LEAGUE

THE ANNUAL MEETING of the above will take place on FRIDAY, 19th inst. at 5.30 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission).

Business:
(1) To receive and pass accounts
(2) To elect the committees
(3) To transact General Business.

L. M. WHYTE,
Hon. Sec.

Hong Kong, 10th April, 1929.

HONG KONG BENEVOLENT SOCIETY
(Founded 1889.)

A CONCERT of Light Music will be held in the Hall of the Helena May Institute at 5.30 p.m. on TUESDAY, April 16, 1929.

Tickets, $2 each, may be obtained from Members of Committee, at the Anderson Music Co., Ice House Street, and at the Helena May Institute.

HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 13, 1929, commencing at 2.15 p.m.

The first bell will be rung at 1.45 p.m.

The charge for admission to the Public Enclosure will be $1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at $5 each, up to Friday, April 12, 1929.

The charge for admission for Ladies to the Members' Enclosure will be $2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.

Hong Kong, April 7, 1929.

TO-DAY
and every day
drop in for a
"quick one"
at the
ST. FRANCIS HOTEL.
FREE SNACKS
every day from
10.30 — 12.30
and
5.30 — 7.00 p.m.
GROUND FLOOR LOUNGE.
Tel. No. C. 5134. Tel. No. C. 5134.

NOTICES.

MARINE ENGINEERS' GUILD OF CHINA.

HONG KONG BRANCH.

MEMBERS are requested to attend a Regular Monthly Meeting at the GUILD OFFICE, 67, Des Voeux Road, Central (DAVID HOUSE) on FRIDAY, 12th April, 1929, at SIX O'CLOCK p.m.

BUSINESS:—GENERAL.

W. J. STOKES,
Branch Secretary.

Hong Kong, 10th April, 1929.

THE CHINA LIGHT & POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Five per cent. on the paid-up Capital of the Company has been declared in respect of the financial year ending 30th September, 1929, and that such dividend will be payable on MONDAY, 6th MAY, 1929, on and after which date Dividend Warrants may be obtained upon application at the Head Office of the Company, St. George's Building, Hong Kong.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 15th APRIL, 1929, to SATURDAY, 4th MAY, 1929, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 19th March, 1929.

BEST COAL & CHEAPEST PRICE
KWONG HANG & CO.
Tel. C. 2736.
43, Des Voeux Road Central.
Government and Admiralty Coal Contractors.
HOUSE COAL.

Peak	at	$23.00 per ton.
Upper Level	„	$22.00 „ „
Middle Level	„	$21.00 „ „
Central Office	„	$20.00 „ „
Kowloon	„	$17.00 „ „

The above prices include delivery charges to destination.

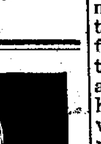
You have more assurance by taking
OUR GENUINE CHINESE MEDICINE & PILLS.
on Sale at:
SHING CHAI TONG DRUG STORE.
Established 1892.
180, Queen's Road C.
Tel. C. 1853.

Under-nourished

and sickly children especially need the health and body building properties of
'BEAR BRAND'
NATURAL MILK
"It is truly a super food!"
Sole Agents for H.K. & So. China
A. B. MOULDER & CO., LTD.
China Building,
Hong Kong.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'Aguilar Street.
TERMS VERY MODERATE
Consultation Free.

SPORTING GUNS AND ACCESSORIES.



GUNS:—Greener, Webley & Scotts, B.S.A., J. W. Needham & Raick Freres — Air Rifles — Revolvers. S. & W.—Rifle Accessories Aperture Sights—Sporting requisites Cartridges to suit all bores.
THE HONG KONG SPORTING ARMS AND AMMUNITION STORE
5-6, Beaconsfield Arcade.

POST WAR PERIOD

ENDED WITH COOLIDGE'S REGIME

WASHINGTON OPINION

Washington, March 28.

With the arrival at the White House of President Herbert Hoover what may properly be called the post-war period in the United States has been brought to an end, in the belief of observers here.

There is a special significance in the termination of what is believed to be the American post-war period, which, it is pointed out, comes only a short while after the tenth anniversary of the ending of the World War.

The American post-war period went through the end of the administration of the late President Woodrow Wilson, the administration of the late President Harding and finally that of President Coolidge.

The end of the administration of the late President Wilson was characterised by the defeat of Mr. Wilson's plans for the United States to take a member's seat in the councils of Europe. The administrations of Mr. Harding and Mr. Coolidge were marked by the stupendous task of solving and disposing of the great welter of foreign problems left with the Republican governments or raised by this country's refusal to join the councils of European nations.

President Coolidge, just before leaving office in a speech here declared that the United States Government no longer had any important problem with foreign governments. This is thought to be somewhat optimistic statement of the situation but certainly the vast majority of important foreign problems — except major questions of policy — have been disposed of.

All during this so-called post-war period one big question overshadowed consideration of all international problems. This question was asked repeatedly in the following ways:—

Should the United States co-operate with Europe? Does this or that action involve European entanglements?

In spite of the fact that when the American Senate rejected the Versailles treaty the question apparently was settled once and for all, the bogey of European entanglements has hung over Mr. Harding and Mr. Coolidge throughout their residence in the White House. The question has been involved in practically every important action that this government has taken in European questions for almost a decade. And frequently the White House and the State Department adopted an attitude of not allowing the right hand to know what the left hand was doing so that there would appear to be no conflict between the foreign policies of the Republican party and steps that the American State Department found it necessary to take in various European matters. Nowhere was this what many termed inconsistent policy thrown into such sharp relief as when this Government agreed to the participation of unofficial American authorities in the two Dawes reparations investigations.

However, the administration of President Hoover is expected to mean in every way the end of this so-called post-war period. Hoover will not seek in any way to change the determined policy of this country not to participate directly in European affairs. But when it is to the advantage of the United States and is found to be practicable, Hoover is expected to co-operate with Europe as a matter of course, provided, naturally, that such co-operation will be asked.

The new President is expected to make it plain that in following such a policy there is no question of European entanglements involved. In reality, the foreign policy that the new President is expected to follow is nothing more than a broad interpretation of the pre-war American foreign policy, based on the experiences of the war and post-war negotiations and the fact that the United States has great interests throughout the world as the result of the war. —United Press.

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 6234.
First Branch:—
No. 5, D'Aguilar Street.
(For Ladies only)
(Telephone No. C. 6234)
Second Branch:—
No. 22, Queen's Road Central.
(For Ladies & Gents.)
(Rear Ground floor of Kayamally Building).
Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.
Business Hours:—
8 a.m. to 7 p.m. on weeks days.
12 noon to 6 p.m. on Sundays.

JUST RECEIVED
A new shipment of
TOILET ARTICLES AND SOFT GOODS
at reasonable prices.
THE BAKILLY CO., LTD.
153—155, Des Voeux Road Central.

TOKYO FLIGHT

PLANS OF AN AMERICAN LIEUTENANT

Tacoma, April 4.

Lieutenant Harold Bromley is proceeding to Burbank to-morrow to obtain a Lockhead Vega monoplane in which to make his proposed 30-hour trans-Pacific flight to Tokyo.

He declined an offer of Seattle businessmen who wished him to depart from Seattle instead of Tacoma.—United States.

SOUTH POLE FIGHT

POSSIBLE CHILEAN CLAIMS TO TERRITORY

Washington, April 5.

Latin American circles to-day became interested in the territorial dispute between the United States and Great Britain relative to Commander Richard E. Byrd's Antarctic explorations, and indications are that many another finger will soon be in the pie.

Heading what bids fair to be a widespread scramble, the Chilean Ambassador has cabled to the Government of Chile requesting that information be provided with reference to possible Chilean claims on the "chilly" territory on which the argument centres.

Stressing questions of importance in this connection, diplomats recalled that Argentina has a claim on the Falklands and maintains a weather station on South Orkney Island.

It is expected that Argentina will act with reference to British claims in this connection.—United Press.

AIR MAILS

SPEEDING UP SERVICE IN ORIENT

San Francisco, March 30.

A conference of postal officials and officers of various western aircraft lines is being held at Omaha to-day, aiming to speed the New York-San Francisco air mail by 12 hours.

This has revived interest among business men in the possibility of shortening the Asiatic end of the delivery by means of a China-Japan air mail. — United Press.

She Thought That She Was Falling

Headaches and dizziness most often are symptoms of anaemia. Also frequently they are present in neurasthenia, or nervous exhaustion. In either condition Dr. Williams' Pink Pills are the right treatment, as in this American lady's case:—

"Often I was so dizzy-headed that everything seemed to swirl around me, and I thought that I was falling," says Mrs. Helen Shortsleeves, of No. 215, Park street, Malone, N.Y. "My head ached, there were black spots before my eyes. Pains across my back were so bad that I could hardly straighten up. I was nervous, had no appetite, my circulation was poor, and often I could not sleep until morning.

"My mother had used Dr. Williams' Pink Pills with benefit, and so I decided to try them. Then soon my headaches went away and I could see that I was gaining strength. I felt encouraged and continued with the pills until the pains in my back disappeared. Now I sleep fine, get up in the morning full of energy, have no more dizzy and nervous spells. Dr. Williams' Pink Pills are indeed a wonderful blood builder and nerve tonic."

Of chemists everywhere at $1.50 per bottle. 6 bottles $8. But be sure and ask for

DR. WILLIAMS' PINK PILLS.

REPARATIONS

NEW CAMPAIGN FOR GERMANY

Berlin, March 30.

General Ludendorff gave a statement to the United Press to-day in the course of which he announced plans for a new campaign against what he terms "oppression of Germany by the reparations burden resulting from the Paris conference of experts."

Ludendorff declared that events are threatening delay in the emancipation of Germany and are necessitating his publishing a magazine for the campaign to that end.

He intends to begin on May 8. The magazine will be known as "Ludendorff's Weekly Review."—United Press.

PLANT EXPERTS

SCIENTISTS' CONGRESS IN BATAVIA

Washington, March 31.

Department of Agriculture officials announced to-day that four scientists of the Bureau of Plant Industry are en route to the Dutch East Indies at the invitation of the Colonial Government.

Dr. F. V. Colville, principal botanist of the department, and H. T. Edwards, expert on fibre plants, are attending the Fourth Pan-Pacific Scientists' Congress at Batavia on May 16. — United Press.

NEW AIRSHIP

ASSEMBLY BY GOODYEAR TYRE CO.

Washington, March 30.

Permission has been obtained by the Goodyear Tyre and Rubber Company from the War Department, it was learned to-day, to use the hangar at Ross Field, California, as a point of assembly for and operation of a new non-rigid helium airship.

HONG KONG HOTEL VISITORS

April 10, 1929.

Messrs. A. H. Atlas, B. M. Armstrong.
Messrs. A. Bunch, A. Brese, L. A. Boers, Mrs. Barraclough and 2 children.
Messrs. E. J. Carmichael, F. Clayton, Miss Chigroroff.
Messrs. Russell Fortune, Jr., A. Folger, Russell Fortune, Mrs. E. Foster, Miss E. Foster.
Mr. A. Gewitch, Mr. and Mrs. F. J. Gellion.
Messrs. W. Hare, Th. Hubnet, J. M. Harris, J. H. Hunter, A. Hicks.
Mr. J. E. Joseph.
Mr. E. N. King, Mr. and Mrs. R. L. Koesell.
Messrs. E. Lester, R. de Lajarte, H. Y. Loo, Mr. and Mrs. H. C. Lodge, Mrs. E. Lester Miss H. Lillie.
Messrs. A. Mendoza, B. Manalo, Mrs. McBain.
Messrs. C. Nopper, R. N. Nutt, Mr. and Mrs. Neckelmann and child.
Miss O'Grady.
Messrs. S. G. Parrett, S. G. Phelps, R. Partillo.
Messrs. W. Rucker, A. R. Rickards.
Messrs. Schall, W. Vander Steen, S. Schofield, J. Safier, Mr. and Mrs. W. W. Stassen and daughter.
Messrs. G. R. W. Thomson, Lew H. Ton.
Messrs. T. Wellock, C. M. Waddell, Mr. and Mrs. R. H. Whitall, Mrs. F. G. Wilson.

SIDE SLIPPED INTO RIVER

Stephen Brown (13), of Silver Street, Enfield, a pupil at the Enfield Grammar School, was wheeling his bicycle along the New River footpath, when the machine slipped sideways into the river and pulled the boy in. His shouts attracted the attention of George Brown, aged 14, his brother, who plunged into the river and pulled him out.

The boys then calmly proceeded to recover the bicycle from the bed of the river with the aid of a long pole.

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE .. .. £75.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "ROSANDRA" .....Sails hence on or about 16th April.
M.V. "ROMOLO" .....Sails hence on or about 25th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 20th April.
M.V. "ESQUILINO" .....Sails on or about 30th April.
S.S. "ROSANDRA" .....Sails on or about 18th May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ..... Sails from Calcutta 2nd May.
S.S. "UMVOLOSI" ..... Sails from Calcutta 4th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £83, via San Francisco.
£95, £90 10s. via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU ..... Wednesday, 17th April.
SHINYO MARU ..... Wednesday, 1st May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU ..... Monday, 6th May.
† TOYAMA MARU ..... Monday, 22nd April.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
KITANO MARU ..... Saturday, 20th April.
HARUNA MARU (Calls Hull) ..... Saturday, 4th May.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ..... Wednesday, 24th April.
KAGA MARU ..... Wednesday, 22nd May.

BOMBAY via Singapore, Penang, & Colombo.
† BENGAL MARU ..... Saturday, 27th April.
† HAKODATE MARU ..... Wednesday, 1st May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU ..... Friday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ..... Monday, 6th May.

NEW YORK via PANAMA.
† TOBA MARU ..... Friday, 19th April.
† LISBON MARU ..... Monday, 29th April.

LIVERPOOL via Port Said, Geneva, Marseilles.
† LIMA MARU ..... Friday, 19th April.

CALCUTTA via Singapore, Penang & Rangoon.
† RANGOON MARU ..... Tuesday, 16th April.
† TOKUSHIMA MARU ..... Monday, 29th April.

SHANGHAI, KOBE & YOKOHAMA.
KATORI MARU ..... Monday, 15th April.
† PENANG MARU (Moji direct) ..... Monday, 15th April.
† TOYOHASHI MARU ..... Friday, 19th April.

†Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.
ALASKA MARU ..... Thursday, 11th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
LAPLATA MARU .....Tuesday, 23rd April.
BOMBAY—Via Singapore & Colombo.
CHIFUKU MARU ..... Friday, 19th April.
HONOLULU MARU ..... Saturday, 4th May.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
MEXICO MARU ..... Thursday, 2nd May.
CALCUTTA—Via Singapore, Penang & Rangoon.
BORNEO MARU ..... Wednesday, 24th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports
ALABAMA MARU (From Shanghai) Wednesday, 10th April.
LONDON MARU (From Shanghai) . Monday, 29th April.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU ..... Wednesday, 8th May.
BANGKOK—Via Saigon.
HAIPHONG—Via Hoihow.
MENADO MARU ..... Thursday, 11th April 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
ARGUN MARU ..... Tuesday, 16th April.
JAPAN PORTS.
HIYEISAN MARU ..... Friday, 12th April.
ANDES MARU ..... Wednesday, 17th April.
KEELUNG—Via SWATOW & AMOY.
CANTON MARU ..... Sunday, 14th April 3 p.m.
HOZAN MARU ..... Sunday, 21st April 3 a.m.
TAKAO—Via SWATOW & AMOY.
DELI MARU ..... Thursday, 18th April 10 a.m.
TAKAO & KEELUNG
BATAVIA MARU ..... Sunday, 5th May.
For further particulars please apply to.—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

SHIPPING SECTION.

NEW MOTOR SHIPS

ENTERPRISE OF THE N.Y.K.

In addition to the three magnificent new motor passenger liners, now being built for the Orient-California service of N.Y.K., and which are named "Asama Maru", "Tatsuta Maru", and "Chichibu Maru", the N.Y.K. have six new motor passenger ships also under construction, the names of which have been decided as follows:—

Two motor ships on the Europe Line: "Terukuni Maru" 11,800 tons gross, "Yasukuni Maru" 11,800 tons gross.

Three motor ships on the Seattle Line: "Hikawa Maru" 11,000 tons gross, "Hiye Maru" 11,000 tons gross, "Heian Maru" 11,000 tons gross.

One motor ship on the South America, West Coast Line: "Fukuyo Maru" 9,500 tons gross.

The outstanding features of the above ships are somewhat different from the present steamers on the run in that they will embody the following improvements:—

1.—All ships are equipped with Diesel engines.

2.—1st class staterooms have bedsteads fitted instead of berths.

3.—2nd class staterooms located amidship, thus not feeling the vibration of propellers.

4.—All cabins provided with running water arrangement.

5.—Fine Laundry and Drying Rooms.

6.—Permanent Swimming Pool built in.

7.—Ventilation and air circulation in the most modern system installed.

8.—Electric winches which do away with the uncomfortable noise of cargo working done by steam winches.

It will thus be seen that the N.Y.K. are concentrating their attention towards introducing into their new passenger liners all the latest devices and improvements in shipbuilding which contribute to the comfort and enjoyment of passengers.

PIRATES?

SUSPICIOUS CRAFT ON THE WEST RIVER

An incident of a suspicious nature is said to have occurred on the West River, near a village called Kamchuk, where according to the Chinese master of the s.s. "San Sai Kai," two launches had endeavoured to block his passage when steaming to Wuchow last week. For some reason not yet ascertained, the launches moved away when the "San Sai Kai" approached.

The skipper is of opinion that the crews of the launches recognised his vessel to be a craft transporting only freight, and would not risk their lives over such a poor haul. The Chinese authorities in Wuchow have been notified of the incident.

"LOG RIDING"

ADVENTURE OF A SAMPAN MAN

The thrills of surf riding are mild compared with that of log riding in the harbour. This was illustrated yesterday when a launch was seen towing a sampan with a number of logs astern, with two men riding on the logs. Everything went well until one of the logs became detached and drifted away with one of the men on it. The log drifted in the opposite direction from that in which the towing launch was going, and the man on it had to shout long and loud before he could attract the coxswain's attention to his plight. Then the launch turned back and picked up the stray log.

The Lords Commissioners of the Admiralty have approved the award of prizes for the year 1928 to advanced class boys entered in the Royal Navy from the training ships "Warspite" and "Indefatigable," and the "Lancashire" and National Sea Training Homes, as follows:—1st prize, value £5, T. H. Bowling; 2nd prize, value £2, W. G. Baker, both entered from the training ship "Warspite."

Famous Atlantic Liner to Make Pacific Debut

In this modern age, speed is of paramount importance, whether it be over land, on the sea, or in the air. Busy executives and perishable commodities must arrive at their destinations in as short a time as possible, and all modern science and human ingenuity have been devoted to this end. In this connection it is interesting to learn that the Canadian Pacific liner "Empress of France," the fastest passenger vessel in regular service between Canada and Europe, has been transferred to the Pacific, where she will vie with the White Empresses for the speed record between Vancouver and the Orient.

During the World War the Empress of France" was chosen because of her speed to be flagship of the 10th Auxiliary Cruiser Squadron of the British Navy. Under the command of Admiral Sir Dudley de Chair she intercepted nearly 10,000 vessels plying between Canada and Europe and prevented tons of contraband materials from falling into the hands of the enemy. Early this year the "Empress" made a cruise from New York to South America and Africa, touching at the lonely isle of Tristan da Cunha en route, but another vessel of her fleet, the "Duchess of Atholl" of 20,000 gross tons, will make this "cruise of contrasts" in 1929. The "Empress of France" is of 18,350 gross registered tons and was twice chosen by the Prince of Wales to carry him to Canada.

SAMPAN CAPSIZES

BOY DROWNED OUTSIDE THE HARBOUR

The wash created by H.M.S. "Hermes," which was exercising outside the harbour yesterday morning, caused a sampan to capsize near Waglan. All the six occupants of the boat were thrown into the sea. Rescue work was immediately carried out by boats lowered by the aircraft carrier. Five of the unlucky boat people were taken out of the water, but a boy was drowned and no trace of the body could be found. The sampan was towed into harbour.

DAILY RETURN.

The following are the nationality and numbers of vessels arrived in and departed from the Colony during the 24 hours ended 9 a.m. to-day:—

	Arrived	Departed
British	6	7
Japanese	4	2
Norwegian	2	0
Chinese	3	8
Dutch	0	2
French	0	1
German	0	2
Portuguese	0	1
	15	18

Total number of vessels in port is 62.

MOVEMENTS OF STEAMERS

The B.I. s.s. "Takada" left Singapore for this port on April 8 p.m., and is due here on April 14 p.m.

The C.P.S. R.M.S. "Empress of Russia" arrived at Yokohama on April 10 (Wed.) at 6.30 p.m., left Yokohama on April 11 (Thurs.) at 10 a.m., and is due at Hong Kong on April 18 (Thurs.) p.m. She leaves Hong Kong on April 19 (Fri.) at 5 p.m.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—

Arrivals at Hong Kong

The s.s. "City of Glasgow" from Europe, April 17.

The s.s. "Glenbank" from New York via Panama, April 22.

The s.s. "Comliebank" from New York via Panama, April 26.

The s.s. "City of Newcastle" from New York via Suez, May —.

Departures From Hong Kong

The s.s. "City of Glasgow" for Shanghai and Japan, April 18.

The s.s. "Tinhow" for Saigon and South Africa, April 13.

The s.s. "Glenbank" for Haiphong, April 26.

The s.s. "Comliebank" for Shanghai and Chinwangtao, April 27.

The s.s. "City of Delhi" for Singapore and U.K., May 9.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

April 5 to 11, 1929.

Date		High Water Standard Time	Ht	Lower Water Standard Time	Ht
April					
Fri	5	m 9 8	4.4	m 1	
		5 1a	6.8	m 11 51	4.3
Sat	6	m 8 14	4.5	m 1 43	1.4
		6 59a	6.5	0 48 a	1.7
Sun	7	m 8 29	4.3	m 2 13	1.5
		7 50a	6.7	1 59 a	3.1
Mon		m 8 49	5.2	m 2 42	1.2
		8 38a	6.7	2 2 a	2.5
Tues	9	m 9 9	5.7	m 3 10	1.4
		9 28a	5.8	3 11 a	1.8
Wed	10	m 9 33	6.2	m 3 39	1.7
		10 13a	6.4	3 55 a	1.3
Thurs	11	m 9 58	6.6	m 4 9	2.0
		11 3a	5.9	4 1e a	1.0

WARSHIPS HERE

The following men-of-war are at present in the harbour:

North Wall basin, H.M.S. "Dartmouth."

South Wall basin, "Tarantula" and "Moth."

East Wall basin, L33, "Seamew," "Moorhen," and "Francol."

North Arm, "Kent."

West Wall dock, "Cornwall."

In dock, "Serapis," "Seraph," and "St. Breack"; Buoy No. 6, "Carysfort," and "Cleopatra"; Buoy No. 8, "Titania" and S/Ms.; Buoy No. 11, "Iroquois"; Buoy No. 12, "Stormcloud"; Buoy No. 13, "Marazion"; Buoy No. 18, "Belgol"; Buoy No. 23, U.S.S. "Ashville."

Foreign Men-of-War

French "Vigilante."

Chinese "An Pak."

Portuguese "Macau."

U.S.S. "Beaver" and submarines.

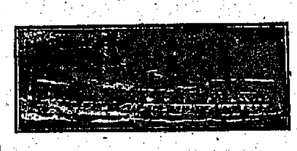
USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPRESS OF RUSSIA"
At 6 a.m.—May 1st, 1929.
WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE



When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only $40.

APRIL SAILINGS
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"
[1,068 tons—Capt. O. B. Wilks.]
APRIL
FRI. 12th MON. 22nd
WED. 17th SUN. 28th

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
APRIL
MON. 15th THURS. 25th
SAT. 20th TUES. 30th

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg .....16th April.
S.S. "CITY OF DELHI" .....London, Rotterdam, Amsterdam & Hamburg ..... 9th May.
S.S. "CITY OF GLASGOW" .London, Rotterdam, Amsterdam & Hamburg .....10th June.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LILLE" ..... via Suez Canal .....16th May.
S.S. "CITY OF SINGAPORE" ..... via Suez Canal .....14th June.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON, NEW YORK & BALTIMORE ..... AMERICAN & ORIENTAL LINE
S.S. "OAKBANK" ..... via Suez Canal .....10th May.
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" .....18th April.
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.
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P. & O.-British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,088	13th Apr. Noon	Bombay, Marseilles & London.
*MIRZAPORE	6,715	16th Apr.	Straits, Colombo & Bombay.
KARMALA	9,128	20th Apr.	Marseilles & London.
*ALIPORE	5,273	24th Apr.	Straits, Colombo & Bombay.
MANTUA	10,946	27th Apr.	Bombay, Marseilles & London.
*NAGPORE	5,283	4th May	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
*KIDDERPORE	5,334	8th May	Straits & Bombay.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MOREA	10,953	25th May	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHIA	7,754	17th Apr.	Singapore, Penang & Calcutta.
TILAWA	10,006	22nd Apr.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	5th May	Singapore, Penang & Calcutta.
TAKADA	6,949	8th May	Singapore, Penang & Calcutta.
TALAMBA	8,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	3rd June	Singapore, Penang & Calcutta.
TILAWA	10,006	27th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKLIWA	7,936	10th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	8th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	31st May	
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	13th Apr. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	16th Apr. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	16th Apr. 6 a.m.	Amoy, Moji, Kobe & Osaka.
ARAFURA	10,946	16th Apr.	Moji, Kobe, Osaka & Yokohama.
MOREA	10,953	26th Apr.	S'hai, Moji, Kobe & Y'hama.
TALAMBA	8,018	28th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
TALMA	10,000	7th May	Amoy, Moji, Kobe, Y'hama & Osaka.
TANDA	6,956	7th May	Moji, Kobe, Osaka & Yokohama.
*PERIM	7,648	9th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	10th May	Shanghai, Moji, Kobe & Yokohama.
*——	——	14th May	Moji, Kobe & Osaka.
*ROSSINGTON COURT	——	22nd May	S'hai, Moji, Kobe & Y'hama.
*——	——	22nd May	Moji, Kobe & Osaka.
RAJPUTANA	16,568	24th May	Shanghai, Kobe & Yokohama.
TILAWA	10,006	4th June	Amoy, S'hai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	9th June	Amoy, Moji, Kobe, Y'hama & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2¼ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passages, Freight, Handbooks, etc., apply to:—

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)
SAILINGS FROM HONG KONG.

S.S. "RHEXENOR"	Via Suez Canal	8th May.
S.S. "CITY OF LILLE"	Via Suez Canal	16th May.
S.S. "CITY OF SINGAPORE"	Via Suez Canal	14th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

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Hong Kong & Canton: JARDINE MATHESON & CO., LTD., Canton.

THE "RANGITIKI"

A NEW 17,000-TON MOTOR LINER

There are certain services upon which oil engine propulsion unquestionably shows a greater superiority over the steam drive than is generally the case, and in consequence the majority of the ships that have been constructed for these trades within the past five years are oil-engined craft. It is only necessary to refer to the service between Europe and the West Coast of North America to cite an excellent example. The trade between Britain and New Zealand ports through the Panama Canal represents an almost equally good instance.

Within the past four years nearly a dozen fine motor cargo-carrying ships aggregating perhaps 100,000 tons gross have been placed in commission, and not a single steamer has been constructed. It is not difficult to understand why the oil engine is so much favoured when it is recalled that the distances covered are very large and that at the Panama Canal fuel can be bunkered at a very reasonable price in sufficient quantities to enable even the large fast ships engaged on the trade to make a voyage out and back to the bunkering port again without refuelling.

The "Rangitiki", which completed her trials last month and is now on her maiden voyage, is the largest vessel built for service between Britain and New Zealand, via the Panama Canal, and is, therefore, one of the biggest and fastest motor ships engaged in the trade. She is the first oil-engined passenger liner to be built for this route, and is an outstanding vessel from other standpoints, in particular, because of the employment of machinery having a larger cylinder diameter than has ever been used with Diesel engines at sea. The cylinder output (75,000 s.h.p. in five cylinders) also represents the biggest power in a single-piston single-action engine, in spite of the fact that the scavenging blower is direct-driven and that the speed of rotation is the moderate figure of 88 r.p.m. to 90 r.p.m.

On account of the interest of the machinery, it is proposed, after giving the main particulars of the "Rangitiki" to deal first with the propelling and auxiliary plant.

Built on the Clyde

The "Rangitiki" was constructed by Messrs. John Brown and Co., Ltd., Clydebank, for The New Zealand Shipping Co. She is the first motor vessel destined for the service, and the first of three similar ships, the other two being the "Rangitata" and the "Rangitane," both of which will be completed before the end of the year.

The following are the main details of the "Rangitiki" and her sister ships:—

Gross register	16,750 tons
Length b.h.	550 ft.
Length overall	553 ft.
Beam moulded	70 ft. 3 ins.
Depth to D deck	43 ft. 3 ins.
Machinery power on service	9,300 s.h.p.
Machinery power on trials	10,000 s.h.p.
Service speed	14½ to 15 knots
Trial trip speed	16.13 knots
Number of passengers:	
1st class	100
2nd class	80
3rd class	416
Total	596
Cargo capacity, insulated	425,000 cub. ft.
Uninsulated capacity	150,000 cub. ft.

During the course of the trials a speed of 16 knots was reached, and the mean power was 14,024 i.h.p., which corresponds to 10,500 b.h.p. (mechanical efficiency 75 per cent.), the mean revolution speed being 91.5 per minute. The cylinder output was, therefore, 1,050 b.h.p.—"The Motor Ship."

£3,000,000 SCHEME

A TUNNEL UNDER THE SCHELDT

Brussels.—An agreement for the construction at Coxpore of a tunnel under the Scheldt was concluded at the Colonial Ministry. The convention provides for the constitution of a company with a capital of ten million francs (about £57,000), which will raise a loan of five hundred million francs (nearly £3,000,000), of which 250 millions (approximately £1,500,000) will be apportioned for the actual construction of the tunnel and the other 250 million francs for the preliminary work in preparing the ground.—Reuter.

SHIPPING BREVITIES

A submerged derelict is reported to have been sighted by the s.s. "Seistan," a British vessel which arrived here yesterday from Singapore. The position of the derelict when passed was Lat. 13.55 deg. North and Long. 110.00 deg. Four feet of the mast was visible above the water. The s.s. "Seistan," whose agents here are the Foo Nam Navigation Co., will unload 7500 tons of general cargo.

The s.s. "Awa Maru," a Japanese vessel from Kobe, arrived yesterday with several tons of general cargo, which included silk, cotton ware, porcelain goods, and beer. She is transhipping 75 cases of safety matches for Colombo.

Reported to have sustained damage to her propeller shaft when 20 miles from Hong Kong, the s.s. "Gambada" was this morning towed into harbour by the Kowloon Dock salvage tug "Henry Keswick." Her agents here are Mackinnon, Mackenzie Co., and she has a cargo of safety matches and celluloid goods from Singapore. She is at present moored at the Kowloon Wharf. Repairs to the shaft are being effected.

A QUARTER'S WRECKS

Lloyd's Register wreck returns for the quarter ended September 30, 1928, show that during the period there were totally lost, condemned, &c., in consequence of casualty or stress of weather, 5 British vessels of 8,288 tons, and 62 of 82,121 belonging to other countries, making a total of 90,499 tons. The preceding figures do not include cases of ships broken up, condemned, &c., not known to be in consequence of casualty or stress of weather, the figures in this case being 16 British vessels of 30,514 tons, and 34 of 63,237 belonging to other countries, a total of 50 vessels of 93,751 tons. The gross reduction in the mercantile marine of the world from all causes reported during the quarter was, therefore, 21 British vessels of 38,802 tons, and 96 of 145,358 belonging to other countries, totalling 117 vessels of 184,160 tons.

SHIP SALES

Included in the shipping sales announced by Messrs. C. W. Kellock and Co., Liverpool, are hoppers No. 5 and No. 6, owned by the Mersey Docks and Harbour Board, which have been disposed of to British breakers at about £650 each. British breakers have also secured through the same firm the hopper "Harrington," lately owned by the Harrington Harbour and Docks Board. In the same way the wreck of the steamer "Deventis," as she lies, has been disposed of to British breakers, on behalf of the Liverpool and Glasgow Salvage Association.

MARTIN GARCIA

THE ARGENTINE GOVERNMENT'S DECREE

As announced in a recent issue of "The Journal of Commerce," the Argentine Government, through the Prefecture of Ports, issued an order which was to come into force on April 1, to the effect that no vessel shall cross Martin Garcia Bar, inward or outward, with draft of water over 23 feet.

The position has been caused by the fact that during the months of September, October, and November the water in the upper reaches of the Parana is exceedingly low, thus causing large fully-laden vessels to get stranded on the bar, with no real danger to themselves, but (states a "Times" correspondent) very often causing severe delay to the heavy river traffic by being delayed for some considerable time. The decree will prohibit large vessels loading a full cargo at the up-river loading ports above Martin Garcia, and a vessel loading, for instance, 7,894 tons of bunkers and cargo on 24 ft. 6 in. will have her cargo cut to about 7,156 tons on the 23 ft. draft, which is being insisted on by the Government.

The decree seems likely to cause very severe trouble to both shippers of cargo and to shipowners alike, making, in the first case, as it does, a demand for more vessels and at the same time, in the second case, putting a severe handicap on the large vessels if they have to accept completion of cargo at the ports in the lower parts of the river Parana at a big reduction of freight. At the present time there is something between 31 ft. and 32 ft. of water between Rosario and Santa, so that it would seem (continues the correspondent) that there is every justification for the demand for a modification of the order, at any rate at certain times of the year, and this is likely to be put forward at once.

So far as shipowners are concerned, the decree comes as a blow, especially to the owner with large vessels, and handy tonnage has of recent years become very scarce. The Argentine Government recently, of course, brought in certain stringent restrictions with regard to overloading, and these were welcomed by the shipping community at large not only as regards safety of life and property at sea, but also as regards fair and equal trading. The new decree does not touch these matters, as the vessels have been loaded according to Board of Trade requirements for sea voyages.

(Continued on Next Column.)

Students See Old World Attractions

The advent of Spring and early Summer will see thousands of carefree young men and women; college students, teachers, doctors, lawyers, artists and other professional folk packing their suitcases, bidding adieu to their friends, and boarding ocean liners for a voyage to Europe. Not so long ago trips of this kind were confined to a few fortunate folk with a good deal of money at their disposal, but nowadays the Collegiate Tours, organized by the Art Crafts Guild of Chicago in conjunction with the Canadian Pacific Steamships, has enabled young people and others of limited means to travel and see the world. In former times a superficial knowledge of one's own country was considered sufficient for the ordinary person but in these days of intense competition it is acknowledged that some idea of other countries, particularly those of the Old World, is desirable both from the standpoint of an employer and from that of the person who would deem himself or herself really well informed.

These collegiate tours which leave several times a month from Montreal and Quebec, offer steamship accommodations varying from the increasingly popular and economical tourist third cabin to the regular cabin class. They are conducted by experienced people and offer varying itineraries including England, Holland, Belgium, France, Germany, Switzerland, Italy and other countries. "Tourist Third" must not be confused with regular third class for it is a recent innovation in overseas travel and provides good, clean, comfortable surroundings, an appetizing well-prepared menu, jovial and well-bred travelling companions and the run of a large part of a first-class liner at a very considerable reduction over the regular first cabin and cabin prices.

The St. Lawrence route to Europe is extremely picturesque and provides a river voyage of 1,000 miles before the open Atlantic is reached. Deck tennis, bridge parties, dancing on deck and other forms of entertainment speed the voyagers on their way.

TYNE PORT MODEL

A model of the Tyne from the piers to above the High Level Bridge, Newcastle, which is to be exhibited at the North-East Coast Exhibition, is being made by the Tyne Improvement Commissioners at their Howdon yard. Twelve members of the staff of Mr. R. F. Hindmarsh, the engineer, have been engaged on the model for twelve months. It is 40 feet long by 10 feet wide, and is the largest model of any port. It shows all the shipyards, docks, factories, staithes, etc.

NEW COMPANIES

The Milburn Line, Ltd., has been registered as a private company, with a capital of £150,000, to acquire ships of all kinds and carry on business as shipbuilders, shipowners, &c.

The Irving Shipping Co., Ltd., has been formed, with a capital of £5,000, to purchase the steamer "Elvington" and to hire, charter or purchase other vessels.

The Headlam and Sons Steamship Co., Ltd., has been formed, with a capital of £50,000, to adopt an agreement with John L. Thompson and Sons, Ltd., for the building, sale and purchase of a steamer to be called the "Glaisdale."

The Royal Mail Steam Packet Company announce that arrangements are being made for their South American liner "Almanzora" (16,000 tons), to make a special week-end cruise in the Solent on Saturday, September 7 to Monday, September 9, to view the Schneidner Cup Race. Passengers on board the R.M.S.P. cruising vessel "Arcadian," which will be returning to Southampton from the northern capitals, and the R.M.S.P. "Araguaya," sailing for the Mediterranean on September 7, will also have the opportunity of witnessing the race.

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Pres. Jackson ..Tues., May 7	Pres. Pierce ....Tues., Apr. 30
Pres. McKinley ..Tues., May 21	Pres. Taft .....Tues., May 14
Pres. Grant ....Tues., June 4	Pres. Jefferson ..Tues., May 28

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	a.m.		a.m.
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Pres. Van Buren	Sun. May 5, 8	Pres. Adams	Sun. June 16, 8
Pres. Hayes	Sun. May 19, 8	Pres. Harrison	Sun. June 30, 8

TO MANILA

Pres. Madison	Apr. 13 6 p.m.	Pres. Taft	May 7 6 p.m.
Pres. Pierce	Apr. 23 6 p.m.	Pres. McKinley	May 11 6 p.m.
Pres. Jackson	Apr. 27 6 p.m.	Pres. Jefferson	May 21 6 p.m.

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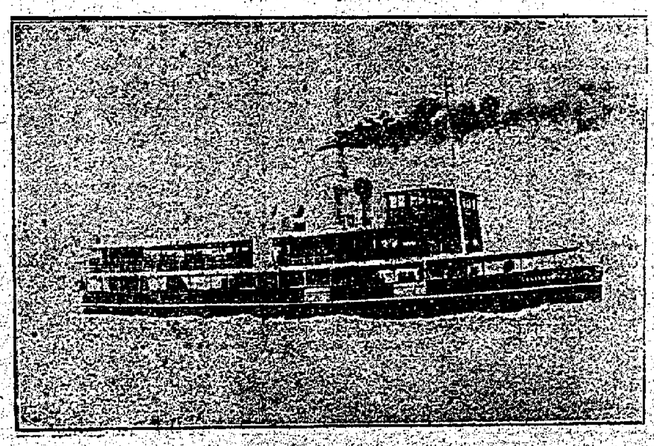

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CORRESPONDENCE

LIFE SAVING APPLIANCES FOR USE DURING FIRES

[To the Editor of the "China Mail."]

Sir,—As an old subscriber to your widely-read newspaper, I trust you will kindly publish this letter for which I now thank you.

Many years ago, there was a fire in the old "Carlton Hotel"; and about three years ago, a part of the "Hong Kong Hotel" was gutted by a disastrous fire. To cap this, we had lately the King Edward Hotel fire, with many deaths of guests and hotel employees. European and Chinese alike, have died through no fault of theirs.

These three fires have occurred in the central part of the city and within easy call of the Fire Brigade, that at all times have been rendering very good service, in such occurrences. They have not had all the modern appliances, which money can procure, such as automatic fire escapes or ladders, reaching to the top of the highest storey of any Hong Kong building. This is a fact, which was brought out at the recent fire inquiry; but, it is not enough for a progressive city, like Hong Kong, where property values are high and where, periodically, there are such good land sales of Government lands. Between the occurrence of the Hong Kong Hotel fire and that of the King Edward Hotel, has the matter of fire escapes to the topmost floors of any Hong Kong hotel been insisted upon, by the Building Authority or the Fire Brigade, before periodically passing the premises for hotel use? I do not think this fact was brought out at the recent fire inquiry over the King Edward Hotel fire. This is a very important matter, which should have been fully threshed out, at the inquiry.

There are many people who consider that the European and the Chinese hotels have not adequate fire escapes reaching to the top-floors, they are letting out to guests; and that the powers-that-be have not insisted on this modern safeguard, so as to lessen, as far as possible, the loss of life, during a fire, of some magnitude.

It is true that we can call nothing our own, but death; still, the local Fire Brigade should be provided with the most up-to-date means for saving human lives during a fire; because "Life is not an empty dream."

The firemen must be trained so as to do well their hazardous work; and, if possible, avoid the sad fate of the seven persons who, in trusting to the open jumping sheet, so invitingly spread out for them to leap into, have, nevertheless, met with such a tragic end. Many people think that a net, like the one employed by the Harmston's Circus, in the trapeze stunt, is better than the jumping sheet, which was used by the Fire Brigade; and that even rubber jumping sheets should be tried. If, however, the old canvas jumping sheet must still be used, then it would be good that public demonstrations of its utility be, frequently, given by the local Fire Brigade, for:—

"The sense of death is most in apprehension;
And the poor beetle, that we tread upon,
In corporal sufferance, finds a pang as great
As when a giant dies."

This apprehension, on the part of those who have not yet been initiated in the art of leaping into a jumping sheet, is a great drawback against its usage, bearing in mind the sad fate of the seven unfortunate people, who have lost their lives in the recent King Edward Hotel fire, and who had the great courage to leap into the open jumping sheet, which had been prepared for them. The above-mentioned net should also be fully tried, its merit or demerit should be amply proven, because

"By medicine, life may be prolonged."

Finally, I wish to emphasise that some of my friends earnestly trust that you will kindly treat, editorially, this important matter of modern fire appliances, fire escapes and nets, in order to lessen, as far as possible, the chance of casualties occurring during a great fire, in any of the hotels, the largest stores, as well as on premises where a large number of persons congregate, not forgetting also the reprehensible use of wax and petroleum mixtures for floor-polishing of premises, because these materials are highly inflammable and are, moreover, very dangerous; and their further use should be forbidden, either by the Government, the owners of properties or even by the Fire Insurance Companies, before the acceptance of fire risks of the premises which hav been using this extra hazardous mixture.

Apologising for taking up so much valuable space, and trusting that everything will be done to render the local fire fighting appliances second to none,

Yours etc.,
SECURITY FIRST.

Macao, April 9, 1929.

HOTEL MANAGER'S PROTEST

[To the Editor of the "China Mail."]

Sir,—Much as I deprecate having to criticise the verdict of the gentlemen of the jury who delivered their findings in the King Edward Hotel Fire Enquiry yesterday afternoon, I feel that, in justice to myself as the manager of the Hotel, and in justice also to the proprietors thereof and to the public, I must protest most emphatically against the Jury's expression of opinion, which was to the effect that they "considered that the management of the Hotel were seriously remiss in having the basement gate at the foot of the stone steps—the only practicable fire exit in the Hotel—kept locked." In the course of their verdict, these gentlemen of the Jury had distinctly stated that "the internal design and construction of the premises was such that without adequate means of escape the building was from the point of view of danger from fire unsuitable for occupation as an Hotel." This paragraph of the Jury's verdict was just antecedent to its condemnation of the management which I have just previously mentioned.

The management of the Hotel are not the proprietors of the building as is well known to the learned gentlemen of the Jury, and even the owners of the Building are not responsible for the construction thereof or for its adequacy from the point of view of danger from fire or otherwise for the purposes of an Hotel. These points are clearly matters which, if any responsibility should attach thereto at all, such responsibility can only lie at the door of the building authority before the actual construction of the building was passed by such authority. The Jury may not be aware of the fact that when the building was constructed, it was as and for an Hotel.

Now, returning to my protest about the management being remiss, I think it a duty which I owe to the public to recall to mind the following facts relating to the alleged basement gate being kept locked, for the following reasons:—

(a) There are no regulations by the Government that such gate should be kept at all times open.
(b) Apart from the basement gate, there is another exit leading to the lane between King Edward Hotel and Alexandra Building, from the fire escape.
(c) The management is not responsible for not having an external fire escape.
(d) If either or both of the said exits from the fire escape were allowed to be kept open, apart from guards, which would be necessary by day and by night, how could the Hotel management deprive thieves from entering the premises of the Hotel?

Irrespective of what has been stated above, I fail to understand the mentality of these learned gentlemen of the Jury when they censured the management for this simple reason, that the majority of the people who escaped from the burning building saved themselves through one or other of the exits above mentioned. If anyone had perished in consequence of either of the gates being locked, I would have had nothing to say against their remarks, but as there had been no evidence put forward at the Enquiry to the effect that the locked basement gate had caused any death or injury to any person or any delay in effecting any such person's escape, I fail to see why the Jury should have condemned the management at all, unless it be that, in considering their verdict, in as much as they thought it their duty to exonerate the Fire Brigade (which I agree) and condemn the Government in connection with certain recommendations made by a Commission appointed in 1926 regarding fire fighting improvements (about which I know nothing) they had thought fit to pass some censure.

I regret that I should be taking so much space in your valuable columns, but trust that you will forgive me for any outspoken comments on what I consider to be "not cricket" on the part of the Jury.

Yours etc.,
J. H. WITCHELL,
Late Manager,
King Edward Hotel.

Hong Kong, April 10, 1929.

DISTRESSED MINERS

[To the Editor of the "China Mail."]

Sir,—As a stranger in your interesting town, but as a resident of one of the areas at Home wherein the distress among the miners is most acute, may I express my great pleasure at the charitable enterprise of the Hong Kong A.D.C. in putting on "The Dover Road," and devoting one half of the profits to the Miners' Fund?

The distress is acute, and perhaps few out here can realise the amount of material relief two or three dollars subscribed in Hong Kong can bring to those in need at Home. I imagine it is difficult for the British here to realise the fact that there are thousands, not only of the miners, but also of their wives and children who lack not only proper accommodation and clothing but even food itself. Hong Kong has always given generously to famine relief in China. But now they are asked to contribute to the support of white women and children who are actually hungry. Generous support has been afforded. But I would point out that an opportunity is afforded the Community of combining amusement for themselves and practical aid for the needy.

The public has supported the A.D.C. well, but on Tuesday I saw many vacant seats which I feel sure need not have been vacant. And I would urge those, who have not yet seen the play to which I refer, to combine personal pleasure with practical charity and to support the A.D.C. to-day and on Friday and Saturday.

Yours etc.,
TOURIST.

Hong Kong, April 10, 1929.

EUCALYPTUS

DEADLY TO GERMS AND INSECTS

SCIENTIFIC PROGRESS

The mention of the word "Eucalyptus," will no doubt remind one of that "dreadful cold," and to most people this tree has no other usefulness.

This, however, is far from being the truth. Eucalyptus may well be considered a panacea. Its curative value, if used medically, is immense, while as a disinfectant it has no peers.

We have it from the best of all authorities—"The Eucyclopaedia Britannica"—that Eucalyptus oil is the most powerful antiseptics of its class.

All species of Eucalyptus develop, as a protection from insects, fungi and harmful germs, minute glands on the surface of their leaves containing an oil which is so spreading and penetrative in character that it blocks their air-passages and ducts, and thus chokes them to death immediately they come in contact with it.

This oil, even in its most concentrated form, is non-poisonous to animal life and is non-corrosive and non-destructive of tissue. These properties distinguish Eucalyptus oil from all other disinfectants on the market, which are mostly coal-tar products.

The cost of Eucalyptus oil, however, has hitherto prevented its use as a general disinfectant, as it could not be diluted with water to an economical strength.

After several years of experimenting by well-known scientists and chemists all over the world, a certain chemical firm in Harrow, Middlesex, has discovered a method by which the oil is held permanently in suspension in a transparent amber fluid, which can be mixed with water to any required strength. It then becomes, immediately on dilution, a milky emulsion.

The firm who discovered this method is "Lyptol, Ltd., and thanks to their efforts the cost of Eucalyptus oil as a disinfectant has thus been brought down to compare more than favourably with coal-tar products.

Eucalyptus oil disinfectant is now sold under three names—Lyptrol, Lyptrol Crude, and Lyptolene. The first named is for personal and household use; the crude quality is for animals and poultry; and Lyptolene, prepared from the best and finely distilled oil, is excellent for cuts and raw surfaces. It has a great healing value.

Lyptrol has been tested by the Rideal Walker test, and the germicidal properties have been found to be 3¾ times more powerful than carbolic acid. This disinfectant is now being used in sick rooms, nurseries, and obstetric surgeries.

Since July 1, 1928, the Soviet Government has placed orders with the General Electric Co. at Schenectady, New York, for £120,000 worth of radio equipment.

The Court of Appeal at Viborg, Finland, has sentenced fourteen Communists to terms of imprisonment, varying from one to seven years, on charges of plotting high treason.

The trial of Friedrich Rybar and Wilhelmine Miltner, who are alleged to have been in possession of securities stolen from the "Leviathan" in June, 1928, has begun in Vienna.

THE LONDON CAT

"OLD STAGERS" GRADUALLY DISAPPEARING

THREEFOLD PANEGYRIC

A writer in the "Manchester Guardian" has been making a threefold panegyric on the character of the London cat. He said: (1) "It is far fiercer than its ancestors. Twenty years ago a cat that would deliberately face a dog and not run at his approach was a rare exception. To-day such bravery is the general rule."

(2) "The modern London cat is scientific in its method of fighting dogs, and a blinded eye from a well-directed scratch is far from uncommon": and

(3) "The modern cat has developed a traffic sense, and 'for motorist to run over even the tiniest kitten is almost unknown.'"

When Mr. Henry Gray (of whom Professor Hobday has said that he knows more about cats than any man in London) was consulted on this declaration-in-three-clauses, he said: First, that all three contentions were unsupported; secondly, that the London cat was deteriorating in character; and thirdly, so were London dogs. And then he expounded his own tripleheaded complaint.

The compliments from Manchester he put aside because in the first particular he considered that cats are, and always have been, braver than dogs: that no dog will ever fight a cat unless it is trained to it; and even then it will usually lose. He talked of the old days when Kensington was Kensington and full of "cram-schools," where the young would-be military men kept bull-terriers and went cat-hunting. . . . . "And then they used to bring their dogs to me," he said, "and in a sorry state they were!" He maintains firmly, and in the face of all popular opinion to the contrary, that no dog will willingly chase a cat.

Cat and Dog

And as for item two, which concerns scientific fighting, the answer to that is in much the same terms. Cats always were scientific fighters and are always ready to go for a dog's eyes. But when it comes to traffic-sense he thinks, alas, that cats are little, if at all, better than dogs. Accidents are common—twenty now to one in the pre-motor era, he thinks. Their number is increasing steadily, and he can find little evidence of any increased traffic-sense in either cats or dogs to compensate. Accidents multiply, but so does the traffic; it seems almost as though the two increase in a direct proportion.

It was here that the point of deterioration arose. Gray holds, in something of a paradox, that the character of both dogs and cats is deteriorating because of the great attention paid to breeding nowadays. "The tile-cat or the back-yard cat," he says, "is disappearing and the highbred cat is taking its place. Watch a Persian cat in the street. It will remain perfectly quiet with lorries running both sides of it. It will let itself be run over quietly. But the common cat is like the street-arab. It can fall from the top of the house without getting hurt. I get no common cats brought to me as accident cases, but plenty of thoroughbreds."

For the fourth year the course of instruction in the Gaelic language at Queen's University, Kingston, Ontario, has been unattended.

A baby whale was successfully brought ashore by a couple of students of the Tung Chi University at Woosung several days ago, says the "Eastern Times."

NEW ADVERTISEMENTS.

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Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, April 11, 1929.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

H.H. the Ranee of Sarawak and Miss Brooke sailed for Home by the "Khiva."

A branch of the Central Bank of China has been established in Anking.

A Chinese who was walking along the track of the Shanghai-Woosung Railway on a recent morning, near Changwahpang Station, was knocked down by an oncoming train and killed instantaneously.

The National Fine Arts Exhibition was opened in Shanghai on the 10th instant and already some 200 Chinese and 50 Foreign paintings have been selected for honours. The exhibits have been insured for $1,000,000.

Chinse members of the Maritime Customs staff met last week to discuss the rules relating to improved treatment for the Chinese staff which were recently published by the Inspector-General.

The friends of Mr. A. F. Evans of the Salt Gabelle, Yuchang, Shanghai, Shansi, who is in the General Hospital recovering from an operation, will be glad to learn that he is now convalescent and able to receive visitors.

The Greater Shanghai Bureau of Lands has notified land-owners that they must apply at once for plans of their properties in order that they will know the exact position of these and in order to prevent unnecessary litigation.

Orders have been issued by the Shanghai District Magistrate to the Commissioner of Public Safety to keep a vigilant lookout for Communists who are, it is said, preparing to take advantage of the present unsettled situation to create trouble.

Mr. Kingdon Ward, the explorer, who 20 years ago was a schoolmaster in Shanghai, has arrived at Rangoon to join Colonel Roosevelt's expedition through French Indo-China.

Special postage stamps bearing pictures of the West Lake Exhibition will shortly be placed on sale to commemorate the opening of the industrial fair in Hangchow on June 6.

"Hurricane" and "Soft Daily," two Shanghai "mosquito" papers, have been placed on the banned list by the Bureau of Public Safety and steps are being taken for their suppression.

Caterpillars are reported by the Chinese papers to be doing considerable damage to the crops in the outlying districts, so the residents, especially those of Woosung, are inaugurating campaigns to deal with the pest.

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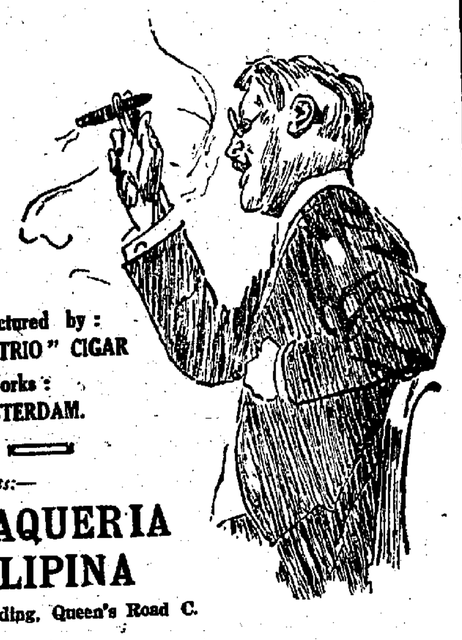

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POLICE FORCE

ANNUAL INSPECTION BY GOVERNOR

ZEAL AND INTEREST

The annual inspection of the Hong Kong Police Force by His Excellency the Governor took place in the compound of Police Headquarters yesterday afternoon.

There were 255 men on parade, comprising 53 Europeans, 58 Indians, 64 Wei-hai-wei men, 40 Cantonese, 32 Indian Guards with Lewis and Thompson guns, and two European Traffic Sergeants with their motor cycles.

Eight Europeans, one Indian and five Chinese who were recipients of medals were drawn up on the right of the parade. The names of the members of this "medal party" was published in yesterday's "China Mail."

His Excellency, who was accompanied by his A.D.C., Capt. F. G. Sillitoe, R.M., was received with a general salute, the parade presenting arms. After His Excellency had inspected the parade, the men were drawn up into a hollow square from the centre of which Sir Cecil invested the recipients of medals and afterwards addressed the parade, as follows:—

Since I last addressed you, on April 17, 1928, I am glad to say that there has been a distinct improvement in the political and criminal atmosphere surrounding this Colony. The year 1928 may, by comparison with the years immediately preceding it, be described as relatively quiet and peaceful. This was chiefly due to the fact that conditions in the neighbouring province of Kwangtung were much improved, for under the wise guidance of Marshal Li Chai-sum, law and order were re-established, and the traditional amity between Canton and Hong Kong was restored. Nevertheless, five piracies took place during last year, the two principal being those of the s.s. "San Nam Hoi" in January and of the s.s. "Anking" in November. In these two piracies, three European officers and two Indian guards were murdered; but it is a matter for congratulation that the Chinese authorities subsequently captured fifteen of the pirates and executed seven of them, while two of the pirates concerned in the "Anking" outrage were captured by the Hong Kong police in this Colony.

Cordial Co-operation

A notable feature of this year was the cordial co-operation between the police in Canton and Hong Kong with good results on both sides. I sincerely hope that such co-operation will always continue, for it is one of the greatest safeguards of law and order in this Colony, and it is also of material benefit to our neighbours in Kwangtung. For example, in December last the Hong Kong police were able to furnish the Canton authorities with guides and information, which led to the discovery in Chinese territory of two Chinese, who had been kidnapped during the piracy of the s.s. "Anking." This spirit of co-operation has extended to the police stationed on both sides of the frontier of the New Territory, where conditions were quiet and peaceful throughout the year, a happy state of affairs largely due to the friendly attitude of the Chinese officials at Shum-chun and Sha-tau-kok.

Duties Still Onerous

The re-establishment of close co-operation between the Cantonese and the Hong Kong Police Force does not, however, mean that the duty of the Hong Kong Police was less onerous than before. Actually the number of the offences classified under the head of "serious crime" showed a slight increase in 1928 over the figures for 1927. This is accounted for by an increase of burglaries, larcenies in dwellings and less serious felonies. But the year was free from such collisions with armed gangs as had in previous years caused fatalities among the police both on and off duty.

The Treasury embezzlement case provided the Criminal Investigation Department last year with its most conspicuous achievement. The ramifications of that case extended from Singapore to Shanghai, and the Hong Kong Police Force is in this connection under a debt of gratitude to the police in the Chinese coast ports. It is very satisfactory to know that this co-operation resulted in the conviction of the detected criminal at the November Sessions last year.

Sport Competition

I note with much pleasure that the Shanghai Municipal Police extended an invitation to the Hong Kong Police to visit Shanghai and enter into contests with them in football, billiards, golf and revolver shooting. On March 1 this year it became possible for a Hong Kong police team to visit Shanghai and, although this team was unable to win any of the contests, in which it engaged, yet its members returned with due admiration of the prowess of their Shanghai comrades and with high appreciation of the kindness and hospitality extended to them in Shanghai. It is hoped that during next cold weather an opportunity may occur for representatives of the Shanghai Municipal Police to visit Hong Kong; and the friendly contact so established between the Hong Kong and Shanghai Police Forces cannot fail to be useful in maintaining law and order in both places.

Training School

During last year the Police Training School was transferred from Hong Kong to Kowloon. Its present site affords better facilities for games and recreation than the old site in Hong Kong, and it has proved to be equally advantageous for work.

A new and up-to-date revolver range has just been completed at Bowen-road. It is fitted with modern appliances for snap-shooting and firing at moving objects and I hope that the gradually developed use of this range by the various police contingents will lead to great improvement in marksmanship, and tend to reduce the risk of occasional fatalities, such as recently occurred, among innocent bystanders, through the use of fire arms by the Police.

Street Boys Club

A very interesting and praiseworthy undertaking of the Hong Kong Police Force is the Street Boys' Club, which is now housed on the third floor of No. 40 Hollywood Road. This club is the special care of the Police Department. Its membership is now twenty-nine and during last year eight boys were sent to the St. Louis Industrial School to be given instruction in a trade. Five boys, who had been arrested for minor offences and discharged by the Police Magistrate were admitted as members of the club. I sincerely hope that all these boys will reward the Police Department by exerting every effort in future against crime. The club is indebted to Mrs. Southorn for help both in gifts and active interest, as well as to several Chinese gentlemen, who have given it considerable financial assistance. I trust that the time is not far distant when some benefactor will provide this club with a permanent home, and relieve the Captain Superintendent of Police of the necessity for meeting the monthly bill for rent.

During last year members of the Police Force attended lectures and examinations in first aid, with the result that a total of 92 Europeans, 134 Indians and 190 Chinese were examined in first aid. Of these 323 passed. The thanks of the Police Department, and indeed of the Colony, are due to the lecturers and examiners, who enabled this work to be done. I shall not, however, rest content until all members of the Hong Kong Police Force have been trained in first aid.

The conditions prevailing in the Canton delta necessitate the employment of a body of over ninety Chinese and six European police-searchers on the waterfront. These men have discharged satisfactorily their arduous and tedious duties in the interest of persons leaving the Colony. I am glad to note that very few complaints in regard to this section of Police work have been received.

Indian Lauded

I avail myself of this opportunity to pay tribute to the zeal and interest shown by all members of the Hong Kong Police Reserve, whose assistance and co-operation the regular Police Force greatly appreciates. The strength of the Police Reserve is now, 53 Indian Company, 112 Chinese Company, and 34 Sharpshooters.

The conduct of the Force as a whole throughout last year was very good, and I congratulate the Indian contingent, of which the average strength is now 764, upon the fact that its two senior officers were promoted on the first day of this year to the rank of Assistant Superintendents. The Hong Kong Police Force deserves well of the Colony. It is hard-working, zealous and efficient, and I wish it the best of good fortune and success.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 ½
Bank, on demand	1/11 9/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 ¾
Credits, 4 months' sight	2/– ½
Documentary 4 months' sight	2/– ⅝
On Paris—	
On demand	121⅞½
Credits, 4 months' sight	1292½
On Berlin—	
On demand	—
On New York—	
On demand	47⅝
Credits, 60 days' sight	49¼
On Bombay—	
Wire	131
On demand	131
On Calcutta—	
Wire	131
On demand	131
On Singapore—	
On demand	84¾
On Manila—	
On demand	95¾
On Shanghai—	
On demand	78⅜
30 day's sight (private paper)	—
On Yokohama—	
On demand	106½
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.85
Silver (per oz.)	25⅞
Bar Silver in Hong Kong	3% Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	33¼% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.225
New York	4.85 5/16
Brussels	34.955
Geneva	25.215
Amsterdam	12.095
Milan	92.80
Berlin	20.47
Stockholm	18.185
Copenhagen	18.21
Oslo	18.205
Vienna	34.565
Prague	164
Helsingfors	193
Madrid	32.545
Lisbon	108⅞
Athens	375
Bucharest	817½
Rio	5 27/32
Buenos Aires	47 11/32
Bombay	1/5 15/16
Shanghai	2/6
Hong Kong	1/11 ½
Yokohama	1/10 1/16
Silver Spot & Forward	25⅞

—British Wireless Service.

T.T. on London	1/11½
T.T. on Shanghai	78½
Banks	
H.K. Bank	$1245 s
H.K. London Reg.	£132½ n
Chartered Bank	£20⅜ b
Mercantile A. & B.	£34 n
Mercantile C.	£15¼ n
P. & O. Bank	£9¼ n
Bank of East Asia	$90½ n
Insurances	
Canton Insurance	$695 b
Union Insurance	$380 s
North China Insurance	T160 b
Yangtze Insurance	M$50 n
China Underwriters	$2¼ s
China Fire Insurance	$290 b
H.K. Fire Insurance	$760 n
Shipping	
Douglases	$86 n
H.K. Steamboats	24½ s
H.K. Tugs & Lighters	$2.40 n
Indo-Chinas (Pref.)	$52½ n
Indo-Chinas (Def.)	$92 n
Shell Transports	98/– n
Shell Transports (new)	—
Union Water-boats	$22½ n
Mining	
Benguets	$2¾ b
Kailan Mining Ad.	65/– n
Langkats (comb.)	T14 n
Langkats (singles)	T7½ n
Shanghai Explorations	$2.90 s
Shanghai Loans	T4½ n
Raubs	$6.65 b
Tronoh Mines	17/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	$123 b
H.K. & W. Docks	$37 s
China Providents	$4.55 b
Hongkews	T171 b
New Engineerings	T4.85 b
Shanghai Docks	T121 s
Cotton Mills	
Ewo Cottons	T12.85 b
Oriental Cottons	T2 n
Shanghai Cottons (old)	T73¼ b
Shanghai Cottons new)	T33½ b
Lands, Hotels & Buildings	
H.K. & S. Hotels	$8.80 s
H.K. Lands	$63 n
Shanghai Lands	T171 b
Humphreys' Estates	$14.35 b
H.K. Realties	$8¼ n
H K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	$18 b 18.30 s
Peak Trams (old)	$12½ b
Peak Trams (new)	$6.30 n
Star Ferries	$67 n
China Lights (comb.)	—
China Lights (old)	$13.55 s
China Lights (new)	—
China Lights 1928 issue	—
H.K. Electrics (old)	$57 n
H.K. Electrics (new)	—
Macao Electrics	$26¾ n
H.K. Telephones	$7 b
China Buses	T13 b
Singapore Tractions	11/6 n
Singapore Pref.	16/6 b
Sandakan Lts.	$2½ s
Industrials	
China Sugars	$1 s
Malabon Sugars	$27 b
Canton Ices	$1.80 b 2 s
Cements (comb.)	$8½ s
Cements (old)	$7.80 n
Cements (new)	$1.40 b
H.K. Ropes (old)	$7 s
H.K. Ropes (new)	—
United Asbestos	$5 n
Stores, &c.	
Dairy Farms	$19¾ s
Watsons	$13.20 b
Der A. Wings	80 cts. b
Lane, Crawfords	$2¼ s
Mackintoshs	$18 b x d.
Sinceres	$11 b
Wm. Powells	$3.65 n
Miscellaneous	
H.K. Amusements	$25 b
Hong Kong Constructions	$1¼ s
B. Ind. C.& Bonds	66½% n
H.K. Govt. Loans	7½% b Prem.

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OVERLAND CHINA MAIL
PICTURES of all local events are shown in the OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS and all the NEWS.
The Weekly paper that saves you the trouble of writing Home.

In addition to a large assortment of pictures, the "Overland China Mail" (the only illustrated weekly budget of news published in Hong Kong) includes a number of novel features this week, which will be very welcome to "China hands" in other parts of the world.

From the point of view of local interest, chief importance in the week's events is attached to the jury's verdict in the King Edward Hotel fire inquiry.

The M.C.L. report will arouse the attention of all those who, at any time, have been connected with the movement, and there is the usual quota of "local" news.

In the political sphere, Hankow has been "conquered" by Chiang Kai-shek and the "Christian General" has caused alarm in Nanking by his mysterious movements. All developments in China, of first importance, are recorded and, where necessary, explained in the "Overland China Mail." Be sure to get your copy. It is in the familiar green cover.

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"THE OVERLAND CHINA MAIL."

SPY DRAMA

"THE MYSTERIOUS LADY" AT THE QUEEN'S

GRETA GARBO

In "The Mysterious Lady," now playing at the Queen's Theatre an unusual drama of intrigue is presented, intermingled with a romantic love story.

Miss Garbo, as Tania Fedorova, a beautiful Russian spy, brings to the screen another triumphant characterization. Conrad Nagel, playing opposite her for the first time, gives a performance of great strength and romantic appeal.

The background is spectacular, and the lavishness of the sets and costuming are striking. In camera work and lighting effects the production is unique in outstanding beauty, and many novel shots add to the exquisitness of the love scenes.

In a fire in a house at Hagen, Germany, two persons were burnt to death and six had to jump for their lives into extended sheets.

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Mon. & Tues. Apr. 15 & 16.	"THARK" From the Aldwych Theatre, London.

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Sport Columns

HOME FOOTBALL

PORTSMOUTH GATHER FULL POINTS

ARMY DEFEATS NAVY

London, Yesterday.

Playing at Portsmouth in the Inter-Services Football Tournament to-day, the Army defeated the Navy by two goals to one.

In the First Division of the League, "Pompez" secured two valuable points at the expense of Leicester. Huddersfield went down at home to Liverpool, and Everton lost on their own ground to West Ham United.

Full results of League matches are as under:—

First Division

Portsmouth 1, Leicester 0.
Huddersfield 1, Liverpool 3.
Everton 0, West Ham U. 4.

Second Division

West Bromwich 3, Millwall 2.

Third Division (South)

Exeter 2, Watford 2.
Southend 3, Crystal P. 0.

Scottish League

St. Mirren 5, Raith R. 2.

—Reuter.

LEAGUE TABLE

First Division

	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	38	20	9	9	77	55	49
Leicester	38	19	7	12	84	63	45
Derby	38	18	8	12	78	59	44
Aston Villa	37	20	4	13	88	73	44
Sunderland	38	18	7	13	85	64	43
Everton	38	18	4	16	61	62	40
Leeds	36	16	8	12	67	75	40
Blackburn	37	15	9	13	67	57	39
Liverpool	37	15	10	12	78	57	40
M'chester C.	38	15	8	15	86	83	38
Newcastle	38	16	6	16	64	69	38
Arsenal	36	13	11	12	68	64	37
Huddersfield	36	13	9	14	63	49	35
Sheffield U.	38	12	11	15	75	78	35
West Ham	38	15	7	16	82	83	37
Birmingham	38	13	9	16	62	72	35
M'chester U.	38	11	12	15	55	73	34
Bolton	36	11	11	14	61	65	33
Burnley	36	13	5	18	69	92	31
Portsmouth	37	14	3	20	50	75	31
Bury	37	11	6	20	51	87	28
Cardiff	39	8	10	21	41	57	26

Second Division

	P.	W.	D.	L.	F.	A.	Pts.
Middlesbro'	38	19	10	9	86	56	48
Grimsby	37	21	5	11	75	56	47
Notts. Cnty.	39	19	8	12	75	56	46
Southampton	38	15	14	9	68	54	44
Stoke	38	15	11	12	64	45	41
Bradford	37	19	3	15	79	65	41
Chelsea	38	16	9	13	59	55	41
West Brom.	37	17	7	13	71	70	41
Millwall	37	16	7	14	70	72	39
Blackpool	38	16	6	16	78	72	38
Preston N.E.	38	15	7	16	71	67	37
Tottenham	37	15	7	15	65	73	37
Notts. Forest	38	12	12	14	63	67	36
Wolves	38	14	7	17	72	72	35
Hull	36	11	12	13	51	58	34
Bristol C.	38	13	8	17	56	64	34
Reading	38	13	8	17	57	82	34
Swansea	38	12	9	17	60	71	33
Oldham	38	14	5	19	48	69	33
Barnsley	38	13	6	19	59	63	32
Port Vale	38	14	3	21	66	79	31
Clapton O.	38	10	8	20	39	66	28

Division III. (South)

	P.	W.	D.	L.	F.	A.	Pts.
Northampton	38	19	10	9	88	48	48
Queen's P.R.	37	18	11	8	74	54	47
Charlton	36	20	6	10	79	55	46
Luton	37	18	10	9	78	65	46
Fulham	37	19	7	11	92	65	45
Crystal Pal.	36	19	7	10	70	60	45
Watford	36	19	6	11	73	63	44
Plymouth	36	15	12	9	71	49	42
Bournemouth	37	16	9	12	74	67	41
Coventry	38	14	11	13	58	50	39
Brentford	38	14	9	15	56	56	37
Walsall	37	13	11	13	69	70	37
Southend	38	14	10	14	72	67	38
Swindon	35	12	10	13	63	55	34
Newport	36	12	7	17	60	72	31
Brighton	36	13	5	18	50	67	31
Bristol R.	37	12	6	19	54	71	30
Torquay	36	11	4	21	57	77	26
Gillingham	37	9	8	20	39	63	26
Merthyr	37	10	6	21	49	98	26
Norwich	36	10	4	22	53	71	24
Exeter	37	8	9	20	60	81	25

Scottish League

	P.	W.	D.	L.	F.	A.	Pts.
Rangers	33	28	4	1	96	27	60
Motherwell	35	19	9	7	77	51	47
Hearts	36	19	8	9	90	54	46
Celtic	33	19	7	7	56	33	45
Aberdeen	36	16	7	13	78	64	39
Queen's Park	34	15	6	13	87	63	36
Partick	35	15	6	14	83	67	36
Kilmarnock	34	14	7	13	74	63	35
St. Mirren	34	15	7	12	69	64	37
St. Johnstone	36	12	10	14	53	68	34
Falkirk	34	13	7	14	65	79	33
Hamilton	34	12	7	15	52	74	31
Airdrie	36	12	6	18	53	61	30
Hibernians	35	12	6	17	46	54	30
Clyde	36	12	5	19	43	66	29
Cowdenbeath	35	12	4	19	49	67	28
Ayr	33	10	6	17	60	76	26
Dundee	34	9	8	17	53	60	26
Third Lanark	36	10	6	20	66	89	26
Raith R.	35	8	4	23	45	100	20

LOCAL MATCHES

BORDERERS DEFEAT S. CHINA IN EXCITING GAME

SOMERSETS WIN

Somersets have strengthened their position in the First Division of the League as the result of a decisive victory yesterday over the Small Units, while South China went down to K.O.S.B. The championship still remains at issue as the Chinese Athletic are two points behind the Somersets.

Yesterday's games resulted:—

Division I.

Somerset L.I.	6	Small Units	1
K.O.S.B.	3	South China	1

Division II.

S. China "A"	4	Eastern F.C.	0

K.O.S.B. v. South China

The K.O.S.B. obtained a fine victory over South China at Sookumpoo, when they defeated the latter by three goals to one.

The Chinese team played below form and their luck seemed out. The first goal registered against them was for an infringement in the penalty area. Stock took the kick and scored. The soldiers further increased their lead by a free kick near the goal, which Reeves converted.

At the interval the K.O.S.B. led by two goals to nil. In the second half Alexander, from the wing, scored with a fine cross-shot. South China were next successful in a raid on the soldier's goal.

Somerset L.I. v. Small Units

By six goals to one, the Somersets emerged winners in their game against the Small Units on the Railway ground. The latter team played pluckly against a vastly superior eleven.

The Somersets found the mark twice in the first period, Rayson being responsible for two splendid shots. Butcher obtained the hat-trick in the second period. Guest increased the lead, but before the whistle blew Small Units obtained their only goal through Smith.

First Division

	Goals.						
	P.	W.	D.	L.	F.	A.	Pts.
Somersets	19	12	4	3	52	17	28
Athletic	18	11	4	3	40	22	26
S. China	19	12	2	5	36	24	26
K.O.S.B.	20	11	3	6	48	26	25
Police	20	10	3	7	28	22	23
Royal Navy	19	10	1	8	42	27	21
Kowloon	20	7	6	7	20	27	20
Recreio	17	5	3	9	41	41	13
R.A.	17	6	0	11	22	40	12
H.K.F.C.	18	4	4	10	22	40	12
Small Units	20	1	0	19	14	76	2

DIVISION II.

South China "A" v. Eastern

South China "A" defeated Eastern by four goals to nil at Caroline Hill. Gi King-wai opened the score and S. China led in the first half. Their lead was further increased in the second period by Ng Po-kin (2) and Gi King-wai.

Second Division

	Goals.						
	P.	W.	D.	L.	F.	A.	Pts.
Royal Navy	23	21	1	1	93	19	43
K.O.S.B.	21	18	1	2	103	18	37
Somersets	20	13	3	4	60	22	29
Athletic	20	13	1	6	59	23	27
S. China "B"	23	10	3	10	43	49	23
R.A.F.	21	9	4	8	45	40	22
R.A.	20	7	3	10	34	55	17
S. China "A"	21	4	8	9	27	47	16
St. Joseph's	21	6	2	13	28	46	14
Recreio	21	5	2	14	24	63	12
Small Units	21	4	4	13	24	66	12
Eastern	20	3	5	12	24	56	11
Kowloon	21	3	5	13	21	75	11

To-day's Matches

Hong Kong League, kick-off 5.15 p.m.

Division I.—Athletic v. R.A., H.K.F.C. ground.

Division II.—R.A. v. Athletic, China Athletic ground.

The following have been selected to represent the Kowloon Football Club Reserves v. Small Units on the Kowloon Football Club ground on Saturday:—

Angus; Moore, Nicholls; Seddon, Campbell, Davies; King, McIntyre, Moss, Clemo and Blacklock.

Reserves:—White and Murphy.

PUPILS AT PLAY

SPORTS AT DIOCESAN GIRLS' SCHOOL

CHAMPIONSHIP WINNER

The first annual sports of the Diocesan Girls' School were held at the School's new playground at King's Park, Kowloon, on Tuesday afternoon, and proved very interesting, some of the events being very keenly contested. The Cup for the girl with the highest number of points was won by Phyllis Gittins, who holds the trophy for one year, having won six events, each time appearing first.

A hockey match for a Cup between Girl Guides' teams was won by the Second Kowloon Company (the Diocesan Girls' School).

The gathering was a happy one, many friends and parents being present, and tea was served after the sports.

A pleasing feature of the school is the new white silk drilling uniform in which the girls looked very smart on Tuesday's sports.

The prizes, which were distributed by Mrs. Kotewall, were much appreciated by the winners.

At the conclusion, Mrs. Kotewall was presented with a lovely basket of flowers tied with the School's colours, by two little girls, Miss Audrey and Elaine Ho.

List of Results

The following is the list of results of the sports:—

100 Yards Race

Over 14 yrs.—1, Phyllis Gittins; 2, Alice Wood; 3, Molly Remedios.

10-14 yrs.—1, Elsie Quinn; 2, Irene Williams; 3, Angela Alves.

Three Legged Race

Under 10 yrs. (Girls and Boys).—1, George Willis and Francis Lay; 2, Mary Lay and Joan Holland.

High Jump

Over 14 yrs.—1, Phyllis Gittins; 2, Mabel Willis; 3, Alice Wood.

10-14 yrs.—1, Ellen Ford; 2, Ansie Lee; 3, Marie Smith.

Kindergarten (50yds Race)

1, Teddy Bush; 2, Edward Young.

Skipping Race

Over 14 yrs.—1, Phyllis Gittins; 2, Alice Wood; 3, Iris Frith.

10-14 yrs.—1, Irene Williams; 2, Ansie Lee, 3, Phyllis Grose.

Under 10 yrs.—1, Mary Lay; 2, Joan Holland; 3, Tamara Jex.

Egg & Spoon Race

Over 14 yrs.—1, Bessie McAinsh; 2, Gertie White; 3, Annie Woo.

10-14 yrs.—1, Carmen Silva; 2, Patsy Woo; 3, Joan Poon.

Under 10 yrs.—1, Joan Holland; 2, Chrissie Kennedy; 3, Molly Lapsley.

Kindergarten (Skipping Race)

1, Kitty Dedleoglou; 2, Doris Frith.

220yds Race

Over 14 yrs.—1, Phyllis Gittins; 2, Cynthia Sanh; 3, Molly Lapsley.

50yds Race

10-14 yrs.—1, Irene Williams; 2, Ansie Lee; 3, Elsie Quinn.

Under 10 yrs.—1, Alfred Prata; 2, Chrissie Kennedy; 3, George Willis.

Hop-Step Jump

10-14 yrs.—1, Irene Williams; 2, Ellen Ford; 3, Angela Alves.

Over 14 yrs.—1, Phyllis Gittins; 2, Cynthia Sanh; 3, Alice Wood.

Relay Race

Class II.—1, Cynthia Silva; 2, Angela Alves; 3, Tamara Ellis; 4, Virginia Pao.

Obstacle Race

Over 14 yrs.—1, Phyllis Gittins; 2, Angela Alves; 3, Tamara Ellis.

10-14 yrs.—1, Elsie Quinn; 2, Ansie Lee; 3, Stella Ho.

OLYMPIC GAMES

VENUE CHOSEN IN NEW YORK STATE

ON LAKE PLACID

Lausanne, Yesterday.

The Olympic Committee has chosen Lake Placid in New York State as the venue of the next Winter Olympic Games.—Reuter's American Service.

LAWN TENNIS

RESULT OF HANDICAP DOUBLES SEMI-FINAL

The score in the tie in the H.K.C.C. tennis tournament yesterday was:—

Handicap Doubles Semi-final.—H. J. Armstrong and J. G. Lawrie (owe 4/6) beat G. W. Sewell and G. C. Grove (owe 15/1) 6-4, 6-1.

To-day's Matches

Open Singles.—S. A. Rumjahn (Champion in 1927) v. M. W. Lo.

Handicap Doubles.—O. E. C. Marton and H. Owen Hughes (owe 15/1) v. H. J. Armstrong and J. G. Lawrie (owe 4/6).

Handicap Mixed Doubles.—S. E. Green and Miss Heard (owe 15) v. Lt. and Mrs. Smith (owe 4/6).

The Open Finals

The finals of the Open Championship Singles and Doubles will be played off to-day and Monday, April 15, respectively.

Play will commence at 4.15 p.m. each day.

The prizes won in the tournament will be presented after the final of the doubles. Reserved seats may now be booked at Moutrie & Co.'s shop.

BOXING

TUNNEY DONATES $500 TO A UNIVERSITY

Salamanca, Spain, April 5.

Announcement was made here today that before sailing for the United States, former heavyweight champion Gene Tunney presented the City University of Salamanca with $500.

Fernandez v. Arragon

Stockton, California, April 5.

Young Fernandez, well-liked Filipino boxer, knocked the Mexican fighter Arragon to the canvas twice during the course of a rather slow 10-round bout here to-night. A draw decision was given.

Filipino Battler Loses

Hollywood, April 5.

Blas Rodriguez took a decision over Young Nacionalista, of Manila, in a fast 10-round bout have to-night.

The Filipino was ahead in points in the early rounds, and almost knocked out the Mexican, but the latter finished strong at the last rounds.—United Press.

Elana Aherne, who will be seen with the Banyard English Comedy Company opening at the Star Theatre on Saturday.

SUNDAY & MONDAY AT THE QUEEN'S

WATER SUPPLY

Level and Storage of water in Reservoirs on April 1, 1929:—

CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	15'10"B	21' 1"B
Tytam Byewash	22' 6"B	24'10"B
Tytam Intermediate	22' 6"B	3' 0"B
Tytam Tuk	43' 1"B	99'11"B
Wong Nei Chung	22' 8"B	35' 5"B
Pokfulum	21' 9"B	30' 7"B

[Note: B. denotes "Below Overflow": A. denotes "Above Overflow: L. denotes "Level with Overflow."]

Storage in millions and Decimals of gallons.

	1928	1929
Tytam	263.92	229,27
Tytam Byewash	1.67	.73
Tytam Intermediate	91.40	179.30
Tytam Tuk	578.75	38.42
Wong Nei Chung	8.09	1.88
Pokfulum	21.15	7.60
Total	964.98	457.20

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March.

	1928	1929
Consumption	218.57	175.36
Estimated population	420.520	430.840
Consumption per head per day	16.7	13.1

Intermittent Supply in all Rider Main Districts during March 1928. Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during March 1929.

KOWLOON WATER WORKS LEVEL.

	1928	1929
Kowloon Reservoir	11' 3"B	32' 3"B
Shek Lai Pui Reservoir	2' 0"B	11' 9"B
Reception Reservoir	0'11"B	3' 2"B

Storage in millions and Decimals of gallons.

	1928	1929
Kowloon Reservoir	245.40	99.25
Shek Lai Pui Reservoir	103.00	73.04
Reception Reservoir	30.73	24.95
Total	384.13	197.24

Consumption of water in Kowloon in millions and decimals of gallons during the month of March.

	1928	1929
Consumption	91.45	109.14
Estimated population	164,440	169,480
Consumption per head per day	17.9	20.7

Full Supply in all districts during March 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to March 31, 1928, 10.64; March 31, 1929, 2.02.

WURM'S
"STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:
drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:
drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:
drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND BEFORE GOING TO BED ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

Obtainable at
THE WING ON CO., LTD.

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BARGAINS IN
BATHING SUITS.
FOR ONE WEEK ONLY.
YEE SANG FAT CO
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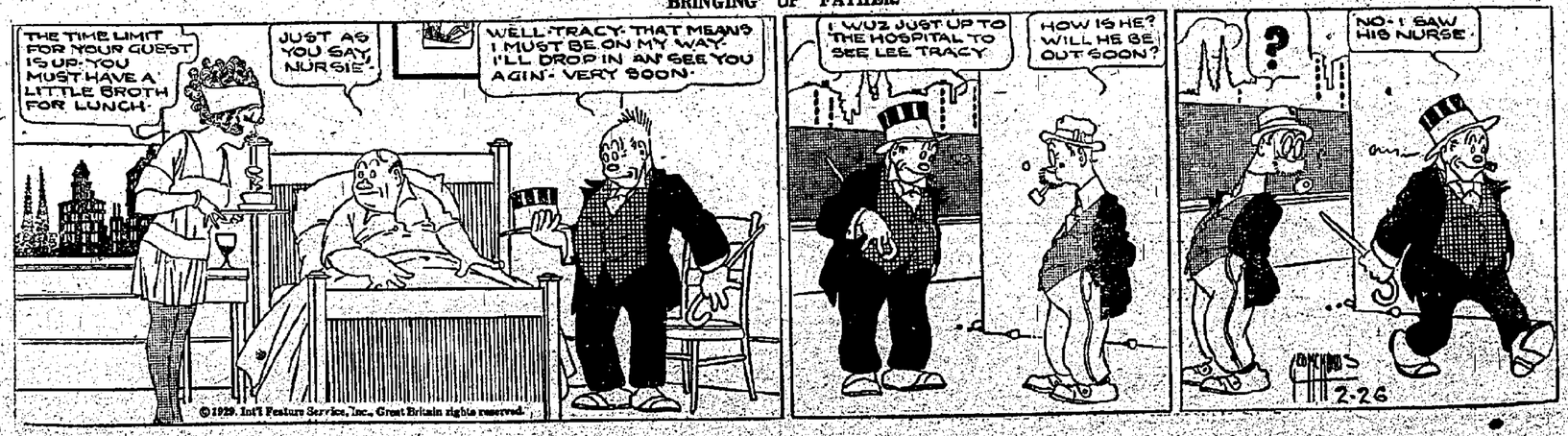
P.O. Box 620. HONG KONG.

BRINGING UP FATHER.



"Via Hawaii"

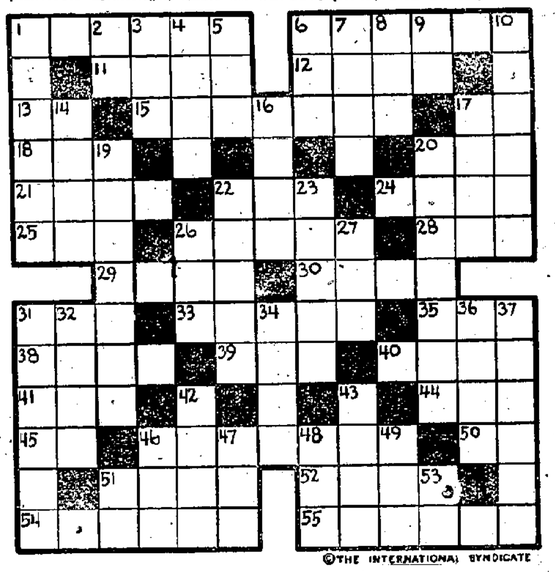
is the right way to America. A stop-over at the mid-Pacific playground affords a pleasant break in your journey "home." Combine vacation with your overseas trip. Stay in rainbow-land long enough to "do" all of the islands.
GO VOLCANOING on the Big Island (Hawaii).
EXPLORE flower jungles of the Garden Island (Kauai).
ADVENTURE among majestic mountains of the Valley Island (Maui).

GET MOON-BURNED at Waikiki in Honolulu.
Hawaii has surfboards, native outrigged canoes, and palm-shaded golf courses for the sportsman; first-class hotels for the discriminating traveller; romance and rest, sunshine and charm for the visitor to her friendly shores. May and June is the gorgeous flowering tree time. And summers are cool!
Your local steamship office or travel agency will help you plan your trip "with time out for pleasure"—over the balmy Hawaiian sunshine route. From Honolulu you sail direct to San Francisco, Los Angeles, Seattle, and Portland or Vancouver, via Dollar, N.Y.K., Canadian-Australasian, Matson or Lassco Lines. Frequent sailings on luxurious liners. Get complete travel information and elaborate coloured pamphlet on Hawaii by sending this advertisement to the

HAWAII TOURIST BUREAU
Dept. 1.
Box 296, SHANGHAI, CHINA.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE

HORIZONTAL
1–Wind instrument (pl.)
6–Mustang
11–Comfort
12–Seventh king of Israel
13–Toward
15–Cattle raiser
17–Exist
18–Tilt
20–Vapor
21–Ardor
22–Pronoun
24–A fish
25–A grain
26–Ball
28–Grassy plain
29–One who foretells events
30–At sea
31–Kitchen utensil
33–Signs
35–Highest part
36–Draw
39–Perched
40–To wither

HORIZONTAL (Cont.)
41–Unit of electric resistance
44–Corroded
45–Dry measure (abbr.)
46–Looked hurriedly
50–Height (abbr.)
51–Source
52–Soon
54–Attach
55–Room for provisions

VERTICAL
1–Acid
2–Greek goddess of earth
3–Etruscan god of the home
4–Eldest son of Isaac
5–Japanese coin
6–Interjection. Nonsense
7–Ostrich-like bird of S. America
8–Rowing implement
9–Province of Canada (abbr.)

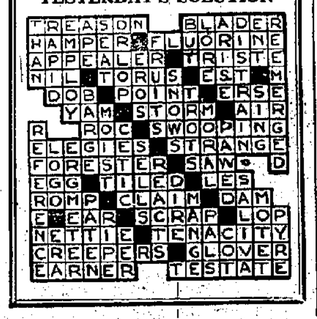
VERTICAL (Cont.)
10–Russian seaport
14–Containing oil
16–Money
17–Foundation
19–An ancient Greek city in S. Italy
20–Sea-nymph
22–Damages
23–Scarcely enough
26–God (Latin)
27–A letter
31–Morbid fear
32–Hawaiin island
34–Attain
36–Affidavit
37–Beautiful
42–Small valley
43–Girl's name
46–To move (Scotch)
47–Enlarge
48–Cover
49–Sir (Spanish)
51–Country of Europe (abbr.)
53–Division of Bible (abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will help others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Tatkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland	**Feet.**
Taimoshan	3124
Kowloon Peak	1971

45 WITNESSES

DOS CALDOS AND HIS EMPLOYEES

THE PHILLIPINE-CHINA CO.

J. Dos Caldos, described as the assistant manager of the Phillipine-China Trading Co., was brought before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy yesterday on remand. The charges against him are that he had on various dates engaged in all 45 persons to work for him, and that from each one of them he had received $50 by way of deposit.

Mr. L. R. Andrewes, Assistant Crown Solicitor, is conducting the case for the prosecution.

At the previous hearing accused was represented by Mr. Leo d'Almada, but when the case was resumed yesterday, his Worship announced that he had received a telephonic message from Mr. d'Almada who said that he had withdrawn from the case.

Accused replied that he knew all about it. Mr. d'Almada had seen him in the jail and as he had not sufficient funds to pay for legal expenses, the solicitor had told him that "Mr. d'Almada is not a charitable institution."

A Girl's Evidence

Evidence was then given by a girl employed in the Kam Hing Knitting Factory. She spoke of handing accused $50 on March 5 as deposit for a job. The store was empty at the time, and after having signed a contract, she was told she could not start work, until she was in possession of a long gown. Accused also promised to make the gown for her and in this way kept her waiting until March 25, when she found the premises closed.

His Worship asked Mr. Andrewes if it was necessary to call all the 45 witnesses.

Mr. Andrewes replied that in his own opinion and from the instructions he had received, he thought that it would be advisable to hear all the witnesses. If only a few were called, accused might say that his business justified him in engaging them, but in calling them all, the Crown could prove conclusively that the business was not large enough to justify the employment of such a huge staff.

Further hearings of the case were fixed for April 19, 23, 24, and 25.

JOKE OR A TRAGEDY?

Oxshott (Surrey) Police were investigating the discovery of a note found pinned to the trunk of a tree in Oxshott Woods. Written in ink on the back of an envelope the note read:—"By this time tomorrow I shall be a dead man. Muriel has given me up. She is a rotter. Good-bye for ever. Someone will find my body in these woods. —Amen."

The undergrowth has been thoroughly searched by the police, but without success. They think that the note may be the work of a practical joker.

WINE TRADE

HARSH REGULATION NOW BEING ENFORCED

MERCHANT'S PROTEST

At the Central Magistracy, yesterday, Mr. C. Bond, manager of Messrs. Gande, Price and Co., Ltd., appeared before Major C. Willson, O.B.E., to answer a summons brought against his firm for failing to apply for a permit for the removal of four cases of liquor.

Mr. Bond protested against the summons, saying that it was impossible for any European wine dealer to comply with the regulation. He had already lost three orders owing to the regulation. He had been doing business in the Colony for the past eighteen years and the regulation had never been enforced before. The European wine dealers in the Colony were holding a meeting to discuss the matter and it was probable it would be brought to the notice of the Legislative Council. If wine dealers were required to respect the regulation, then it would be detrimental to their business and might possibly result in their being unable to carry on at all.

In imposing a fine of $10, the Magistrate said the regulation existed and must be respected.

Private G. A. Gadd, aged 20, of the Royal Army Ordnance Corps, has died in the Military Hospital at Wiesbaden after receiving severe burns through a drum of oil exploding near a stove in the Ordnance workshops.

"INDIAN AH FOOK"

SUED BY BUILDING CONTRACTOR FOR $394

DISPUTE OVER A HOUSE

"Indian Ah Fook," otherwise known as Sher Khan, and Ngai Fook were parties in a civil action heard yesterday before his Honour the Puisne Judge (Mr. Justice J. R. Wood).

Ngai Fook, trading as the Ngai Fook Kee, No. 88, Sai Yeung Choi-street, Mongkoktsui, sued the Indian for $394 being balance due for materials supplied in respect of a retaining wall and dwelling house at Capsuimun, and other work done in respect of the wall and house.

Evidence was taken from both parties, after which, his Lordship gave judgment for plaintiff for $222.50 with costs.

Mr. W. D. Owen appeared for the plaintiff; the defendant's case was conducted by Mr. A. el Arculli.

ENGLISHWOMAN DROWNED

Marseilles.—An English lady whose name is given as Helen Louise Bowker, aged 33, of London, after rowing back to a ship lying off shore, slipped as she was trying to step on to the gangway and fell into the sea. The captain dived in to her rescue and succeeded in bringing her on board, but life was found to be extinct.

Winner of many prizes, the Large White sow Bourne Bonetta 27th is dead. Her head and feet are being preserved.

Ski-ing in the Laurentians

Not a country of wide open spaces but one of long white stretches where snow piles high against snake fences and is faint blue and sometimes gold upon the hill-side. The Laurentians, north of Quebec, are a skier's paradise and the week-end mecca of the daring and the fair. It has come so now, that the Canadian Pacific must run Ski-Specials from Montreal from one season's end to the other. The enthusiasts in ever-growing numbers take train to a given point and ski down to the next station or the one beyond, as time permits or the spirit moves them. The trout streams are frozen, but the resort-owners and the Habitant are beginning to count on the revenue they derive from the ski.

Two Great Hotels

Over the signature of E. W. Beatty, chairman and president of the Canadian Pacific Railway, has come the announcement that large extensions are to be made to the Palliser Hotel at Calgary and the Empress Hotel at Vancouver and that the additional accommodation will be ready for occupancy before the peak of the present years tourist traffic. This is good news, not only to the two cities more directly concerned where a total of more than four million dollars will be spent in the work, but to a vast legion in all corners of the earth to whom the Canadian West is a lodestone.

When Calgary read of the four additional floors which will add 200 rooms with bath to the city's accommodation it thought of Stampede week, and the thousands who pour in from all points of the compass, clamouring for accommodation and joining the mill of Cowboys, Indians and old-timers who for one week drop back to the color, romance, gaiety and sport of the early 80's.

Calgary is a steadily progressive city. Its trade and commerce continue to expand. It is a great city of the plains and the Palliser will be as spacious and beautiful as is fitting to city and the times.

The "Empress" addition of 270 rooms with bath shown above will also be appreciated by an ever increasing number to whom the quiet English city of the Pacific coast holds annual appeal. The new wing will be a beautiful structure carrying out the chateau type of architecture exemplified by the old building. When, however, its walls become ivy clad and its stone lines and traceries are covered by the foliage it will lose nothing and fit still more with the background of holly hedges and box-wood trimmings.

When these two extensions are completed, Canadians may take still more pride in a chain of Canadian owned and operated hotels which extends from coast to coast and in point of view of service, comfort and appointments is second to none in the world.

THE
HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL.
HOTELS,
LIMITED
In association with the Grand Hotel des Wagons Lits, Peking.

Courtesy, Comfort, Service and Luxuries of Modern Hotel Construction
THE HOTEL RIVIERA
MACAU.
Cable Address :—"RIVIERA, MACAU."

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In Lots of not less than 1/2-ton:—
Delivered to Peak District (above Bowen Road), $23.00 per ton.
Delivered to Bowen Road and Lower Levels, $21.00 per ton.
Delivered to Pokfulum Road, $23.00 per ton.
Delivered to Kowloon, $19.00 per ton.
Orders should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."
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GUARANTEED
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Seldom Wear Out.
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Best machine made bricks.
Highest tests and uniform qualities.
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(Established 1887)
Please cut this out

To Mrs. Shellshear
Hon. Treasurer H.K.B.S.
Hong Kong University.
Madam,
Kindly enroll me as a Member of the above Society. I enclose $12.00 as Annual Subscription.
Yours Faithfully,
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THE MOTORISTS' PAGE

SINCERE'S

AGENTS FOR:—

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TO SUIT EVERY PURPOSE FOR SPORTS, PLEASURE OR BUSINESS.

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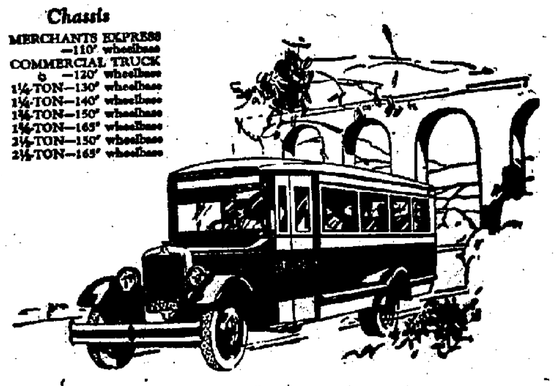
MERCHANTS EXPRESS —110" wheelbase
COMMERCIAL TRUCK & —120" wheelbase
1½-TON—130" wheelbase
1½-TON—140" wheelbase
1½-TON—150" wheelbase
1½-TON—165" wheelbase
2½-TON—150" wheelbase
2½-TON—165" wheelbase



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175 c.c. 350 c.c. and 500 c.c. Supersport the machine de grand luxe

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the famous F.N. 500 c.c.

particularly suited for Side-Car work.

Sole Agents: for South China and Shanghai.

THE FRENCH MOTOR CYCLE CO.

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THE 1930 OPEL

LIMOUSINE AND TOURING CARS

PULLMAN BODY

Perhaps the best model of motor cars designed for the year 1930 is the Opel luxurious limousine. This car has most graceful lines and looks every inch a car that a millionaire would enoy.

It is a 20/40 H.P. vehicle, with four doors which give easy entrance and egress. The whole interior is tastefully upholstered in first class velvet. It is designed to seat five passengers comfortably. All the wide windows may be raised or lowered by cranks.

The comforts of the passengers have also been assiduously studied. Ash tray and electric cigar lighter have not been forgotten. Ceiling light, luggage net, clothes' hooks and foot rest complete the luxurious equipment.

The windscreen may be tilted outward, and an ingenious formation of the instrument board allows a sufficient ventilation inside the car, without letting any dust or rain penetrate. There is also a rear view mirror, automatic windscreen wiper, direction indicator, and the stop signal lighting up automatically when the four wheel brake pedal is touched.

On a correspondingly larger chassis, the seven-seater Pullman Limousine body, fitted with two folding seats, is mounted.

The Touring Car

The Opel four-seater touring car is also built on similar lines, and is also equiped with focer wheel brake. The brake power of the motor is 14/16 H.P. The cylinders are of four monobloc. Bore and stroke: 60 by 90 millimetres. Wheel base: 99 inches. Wheel track: 46¼ inches.

This tourer is fitted with celluloid windows, door pockets, floor covering, and the body is finished in steel blue, dark blue, dark green, red or any other colour.

Technical Particulars

The technical particulars of these two models are:—

R.A.C. Rating of motor: 20 H.P.
Brake Power: 40 H.P.
Cylinders: 4.
Cylinder bore: 89 millimetres.
Cylinder Stroke: 105. millimetres.
Cylinder contents: 2.6, litres.
Size cord balloon tyres 30" x 5.25".
Fuel Consumption: 22 miles a Gallon.
Oil Consumption: 600 miles a Gallon.
Maximum Speed: 50 m.p.h.

PITFALLS IN THE WAY OF TAXATION ALTERATIONS

There have been suggestions that the Chancellor of the Exchequer should increase the petrol tax and reduce the direct tax on vehicles.

Viewed in its connection with the commercial-vehicle industry, such suggestions can be considered as most unsatisfactory, says "The Commercial Motor," for the heavy vehicle, whether it be used for goods or for passengers, has a comparatively heavy fuel consumption, and any reduction of vehicle tax which might be obtained is hardly likely to offset the increased tax on its fuel.

Already the addition to the almost overwhelming taxation increases to which the commercial vehicle was subjected only a short time ago and the tax on petrol have, in many cases, converted profit into less, the latter tax alone having increased the running cost of many vehicles by £1 or more per week.

There is, however, another aspect of the subject which should receive attention. The petrol tax is allocated to de-rating, whilst the bulk of the vehicle tax goes towards the upkeep and construction of roads. Any alteration of the balance in the manner indicated would benefit the rates at the expense of the roads.

FOR QUICK REPAIRS

FIAT GARAGE

67A, 67B, Des Voeux Rd. C.

Tel. C. 4821.

PETROL CONTEST

REMARKABLE WHIPPET DEMONSTRATION

In a State-wide petrol consumption contest, restricted to private owners of Whippet cars, decided in ten centres throughout Queensland, a grand total of 111 cars took part. Allowing for the skilful and more or less skilful drivers who took part, and for the great variety of road surface upon which the various sections of such a comprehensive competition would be decided, one would hardly look for a high all-round mileage per gallon, but the 111 drivers showed the remarkably high average of 53.3 miles per gallon.

The competition was won by Mr. J. Michod, of the Brisbane section, who secured the astonishingly high average of 95.2 miles to the gallon.

The economy of the Whippet was proved by the 111 owner drivers who took part. Of this number probably 90 per cent. had never driven in a petrol consumption contest before and had very little knowledge of the fine arts of coasting, which is perhaps the most important factor in driving for petrol consumption.

The competitors who did over 70 miles per gallon were keen students of the art of driving, but the most striking feature of the contest was the all-round results registered by the average drivers. The average miles per gallon for the 111 competitors was 53.3—an astonishingly high average considering that it represents the results obtained by good, bad and indifferent drivers. Following are the records made:—

3 competitors obtained
90 miles per gallon and over
5 competitors obtained
80 miles per gallon and over
4 competitors obtained
70 miles per gallon and over
20 competitors obtained
60 miles per gallon and over
31 competitors obtained
50 miles per gallon and over
27 competitors obtained
40 miles per gallon and over
10 competitors obtained
30 miles per gallon and over
7 competitors obtained
25 miles per gallon and over
4 competitors obtained
22 miles per gallon and over

Quite a few of the drivers who took part had only just purchased their cars, and the car driven by a lady driver, Miss Lawrence of Rockhampton, was only a week old and, notwithstanding the fact that it was piloted by a lady, the remarkable figure of 64.8 miles per gallon was registered, placing second in the Rockhampton division.

Messrs. E. G. Eager and Son, Brisbane, Australia, are among the most enterprising Willys-Overland distributors to conduct such a petrol consumption contest each year.

WORKS LABORATORIES

Whilst the average man realizes that research work has always been carried out, he does not realize that work on similar lines has spread into the sphere of motor manufacture, but it is a fact that no large works is complete without a fully equipped laboratory under the charge of a competent metallurgist. Its functions, whilst not so far reaching as those of a reseach laboratory, are, however, almost equally important.

The duties of the metallurgist, says "The Light Car and Cyclecar," include responsibility for keeping all materials used in car construction within ttheir correct specifications, and in collaboration with the designer he selects the most suitable material for each component part, further lays down the necessary physical properties and decides the form of heat treatment when required.

Standardization of recognized alloys is now well advanced, and specifications, covering both physical properties and chemical composition have been delineated by such authoritative bodies as the British Engineering Standards Association and the Air Board.

OPEL

CARS

1930

7 Passengers Limousine.
Pullman de Luxe, 30/60 H.P.
4 Passengers Touring 9/16 H.P.

Sole Agents:—

LYEN BROS.

Phone C. 3313. China Buildings.

United States Motor Trucks

"Good as the Name"

Builders of a complete line of Quality Motor Trucks.

1 to 7 Ton Capacity.

THE UNITED STATES MOTOR TRUCK CO., INC.

Ohio, U.S.A.

Full particulars from the Sole Agents for Hong Kong & South China:

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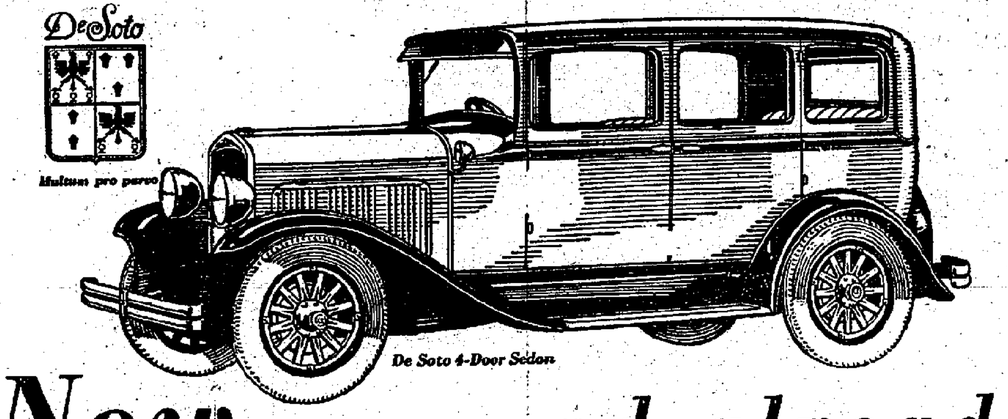

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DE SOTO SIX

PRODUCT of CHRYSLER

CYCLES & CARS

TRAILING THE "ORIGINAL" TOURIST

[By Robert M. Parks]

First, to make sure of what we are looking for, to the dictionary. Here we find that a "tour" is a "going round; hence a journey in a circuit, prolonged journey." A "tourist," then, is one who indulges in this diverting activity of "going around," and, especially, "one who travels from place to place for pleasure or culture." A very simple beginning.

The very latest thing in touring, of course, is the air tour. A few months ago we learned of a boy stowaway on the Graf Zeppelin when it returned to Germany, the first "hobo of the air." Air "tours" across the Atlantic have become rather common. The Pacific hop to Hawaii has hardly been made often enough to qualify as a "pleasure tour."

But now has come the annual National Air Tour, to demonstrate the reliability of aeroplanes, and only time will tell whether they presage such widespread use of the mode of travel they advertise as did the Glidden Tours during the first years of our century.

Motor Touring

Glidden really blazed the trail for us in motor touring. Yet probably few, if any, men of his time foresaw our present vast network of highways and the ceaseless movement of our millions of speeding cars. They could hardly have envisioned the hordes of "tin-can tourists"—following the illusive call of green pastures, no matter how far away the mirage or how lean the pocketbook—nor the armies of pleasure-seeking motorists who are well able to travel luxuriously and comfortably wherever the fancy leads.

Could anyone have foreseen that the one-time favourite subject of the cartoonist and jokester—the hobo—would largely desert the rails, avoid the rough manhandling tactics of freight-yard "bulls," by taking to the highways and the generosity of motorists? But there we find him today, along with amazing numbers of "hitchhikers" of a higher order who start out on a trans-Continental journey—via other people's automobiles — with little more than a toothbrush and a smile.

The hobo — the impecunious railroad traveller, the shiftless wandering workman who sneaked into a side-door Pullman or flirted with death to ride the rods or blind baggage in a whirlwind of grime and flying gravel—has been suggested as the "original" tourist. However, he hardly qualifies.

"Safety" Bicycles

For, rightly claiming priority, there are the clubs of cyclists who used to wheel their way from city to city on their "safety" bicycles. And, before them, the brave lads who, perched high upon their old-fashioned wheels, pedalled precariously whither roads permitted.

Too, the paying tourists who ride trains in the conventional fashion, inside the cars. The American pioneers whose oxen, snail-like in their movement, drew their covered waggons to the West. The nomads of the desert, the mountains, the jungle; the wandering antecedents whose curiosity anent foreign shores sent them down to the sea in ships.

Truly, a search for the "original" would take us far afield and back through centuries.

Leif Ericson and Christopher Columbus, generally credited with the discovery of America—since ideas as to how the Red Men got here seem hazy—were, of course, explorers and adventurers, rather than "tourists." They were the Richard Byrds and Admiral Pearys of their day.

But Ferdinand Magellan, the Portuguese who was first of all men to circumnavigate the globe—just a few years after Christopher Columbus took Horace Greeley's advice — was not Ferdinand a sure-enough Big Shot "tourist," according to the dictionary definition? Did he, or did he not, "go round" in a big way? I ask you.

Napoleon's marches into Germany, Russia, Spain, Italy; the hardy Vikings in their marauding sea excursions; the ancient Romans in their armoured chariots; the Greeks of old, cruising the Mediterranean in their slave-manned galleys — these were all "tourists" in a broad and military sense of the word, but of course they "travelled from place to place" for a very bloodthirsty kind of power-seeking pleasure.

On the Nile

Cleopatra toured up and down the Nile so often and so decoratively that the boys working on the Pyramids and other Egyptian odd jobs could hardly attend to their work for wanting to admire her. Helen of Troy, in addition to attending to a fairish amount of touring personally, is reputed to have had a "face that launched a thousand ships." And who can say how much touring was done in all those ships?

Just from hitting these few high spots you can see that this supposedly short and easy search for the "original" tourist is no local hide-and-seek affair. It would very likely take us back to the very beginnings of human existence, to the first man and woman. Certainly Adam and Eve blazed trails in the Garden of Eden, and followed them. They would seem to have a clearer claim than anyone else to honours as the "original" tourists. To play absolutely safe we would have to award them the palm.

One can only conclude that the desire for travel is as old as man, an eternal impulse that has come down to us through the ages. The difference is chiefly one of changing, improving means of transport, and of their widening use.

Formerly, only a comparatively few people could satisfy their travel appetite, however universal and age-old that appetite might be. In times not so far back, as historians reckon, great populations lived out their lifetimes without getting beyond the nearest horizon.

Drive to Golf Club

And now? Never before have so many people revelled in such freedom of movement. We spend vacation weeks and months on the highways. When we can't get away for long, we bowl along the boulevards to and from work; sally forth to the nearest open spaces for refreshing week-end holidays. We drive twenty miles to the golf club, fifty miles to a dance, two hundred miles to fishing or hunting grounds, a thousand miles a week on business or professional calls. We are a nation of tourists, with over 24,000,000 motor vehicles to facilitate our 'going round."

It is a common yet impressive reminder of the automobile manufacturer's achievement in perfecting reliable individual transportation that thousands of people step into their motor cars in New York or Detroit and, with no special preparation, head confidently for the Gulf of Mexico, the Pacific Coast, or where they will.

Within their reach lies the means of enjoying to the full this heritage from restless forebears—of satisfying sensibly, the impulse of the venturer — of the nomad, the gypsy, the hobo, if you please — that lies smouldering in us all.—"Chrysler Motoring."

"GIVE US ROOM"

MOST OVERWORKED AUTOMOBILE

A most overworked automobile groaned its "weigh" into Los Angeles recently. It carried what is called perhaps the largest party of Kansans ever to migrate from that State. There were six in the party, all members of one family!

J. T. West, Mrs. West and their two sons, Leonard and Bernard, constituted what one might call the bulk of the party. Leonard, 17 years of age and still growing, weighs just slightly more than 400 pounds and is a mite over six feet tall. A five-foot tape fails to circle his waist.

Bernard, his 15-year-old brother, weighed in at 312 pounds on arrival and is 5 feet 11 inches tall.

All the children enjoyed the benefit of a good start. Father weighs 285 and mother 210. Their daughter, Jessie Jeanne, is visibly well cared for. At 3½ years of age she weighs 75 pounds. That is the weight of a normal 11-year-old girl, physicians point out. The baby, Patsy Ann, a year and a half old, has not definitely cast her log with the family proclivities but is giving evidence of continuing the good work. She weighs 40. That makes a total present family weight of 1,322 pounds. "We all came through in the Chrysler," Mr. West affirmed. "It taxed the car a bit but we made it. In addition to the family weight there were three well filled suitcases."

Chrysler representatives who greeted the family estimated that the total weight the car carried from the West's home in Topeka was 1,772 pounds. This means the car was carrying within 228 pounds the weight capacity of a one-ton truck.

"It is interesting to speculate how they all got into their "70" two-door-sedan," mused a friend. "There's only one way it could be done. Father and mother or the two boys rode in either the front or rear seats and the two youngsters roamed at large in whatever space, if any, was left. Where they put the luggage, expect on the running boards, is beyond me." The car stood the trip remarkably well. Mr. West said it averaged 21 miles per gallon of gasoline and used only four quarts of oil in crossing half the continent. There were no mishaps in spite of the load. The party didn't even have a flat tyre.

CONGESTED AREAS

WHY NOT ROADS ABOVE THE RAILWAYS

No one who has even a superficial knowledge of the road transport of goods and passengers can but believe that the future holds vast possibilities of traffic increase. Every day more and more vehicles—private and commercial—are being brought into service, and the rate of increase is far more likely to rise than to fall. Upon its development depends, to a great extent, the national welfare, and we have still a very long way to go before we reach the proportion of vehicles to population which exists in the United States.

The main problem is, however, how our roads can be made adequately to cope with the traffic likely to exist in the near future. Already there is distressing congestion in many busy centres of population, and the authorities are finding the work of superintending this traffic increasingly difficult. In the smaller towns and rural areas there is hardly likely to be considerable congestion for some years to come, and the trunk roads which have already been built, and are likely to be constructed in the future, will probably be able to meet our early needs in this direction.

The Great Difficulty

The great difficulty is to obtain access to these main arteries of traffic, and this is where a vehicle, whether it be private or commercial, has often to waste so much time. For instance, once a vehicle is on the Great West-road it can keep up a very fair average speed, but to reach this road it has to traverse many busy, and often congested, thoroughfares. This, during certain times of the day, may occupy possibly an hour, although the distance is only nine miles.

To extend such a road much farther into the centre would involve an enormous expenditure, the destruction of a huge amount of valuable property and the rebuilding of a number of bridges. The same remarks apply to practically any other trunk road, and the problem is how such a drastic procedure can be avoided. It is certain that something must be done—and that quite soon.

Question of Cost

Our suggestion is that these main roads should be linked to the traffic centres by roads carried over the railway lines, their inner ends being at the railway termini. The idea may seem somewhat revolutionary, and we are quite prepared to admit that there are many difficulties in the way of its execution, but difficulties exist to be surmounted. The railway companies would, no doubt, object violently. Some critics also may suggest that the cost would be so enormous as to rule out the possibility of such roads, but after a close study of the question we do not believe that the expenditure would need be nearly so great as might at first be thought. Other cities have elevated railways, so why should we not have elevated roads? The only reasonable place for such roads is over the railway, where practically all the difficulties as regards property and the use of the area covered have been fought out in years gone by. Such roads would merely be making use of space which might be referred to as being "in the air."

The engineering problems in a task of this nature may be of considerable magnitude, but are not such as would be likely to appeal to men who have achieved other feats which at one time would have been regarded as well nigh impossible.

Consider what a wonderful vista of possibilities the carrying out of such a scheme would bring to our vision! Imagine being able to run straight on to a trunk road at, say, St. Pancras, Charing Cross or Liverpool Street.

The scheme need not necessarily be confined to the Metropolis. The arguments are almost equal in weight when considered in respect of others amongst our important cities, where the traffic is nearly as great as in London.

Trunk Roads

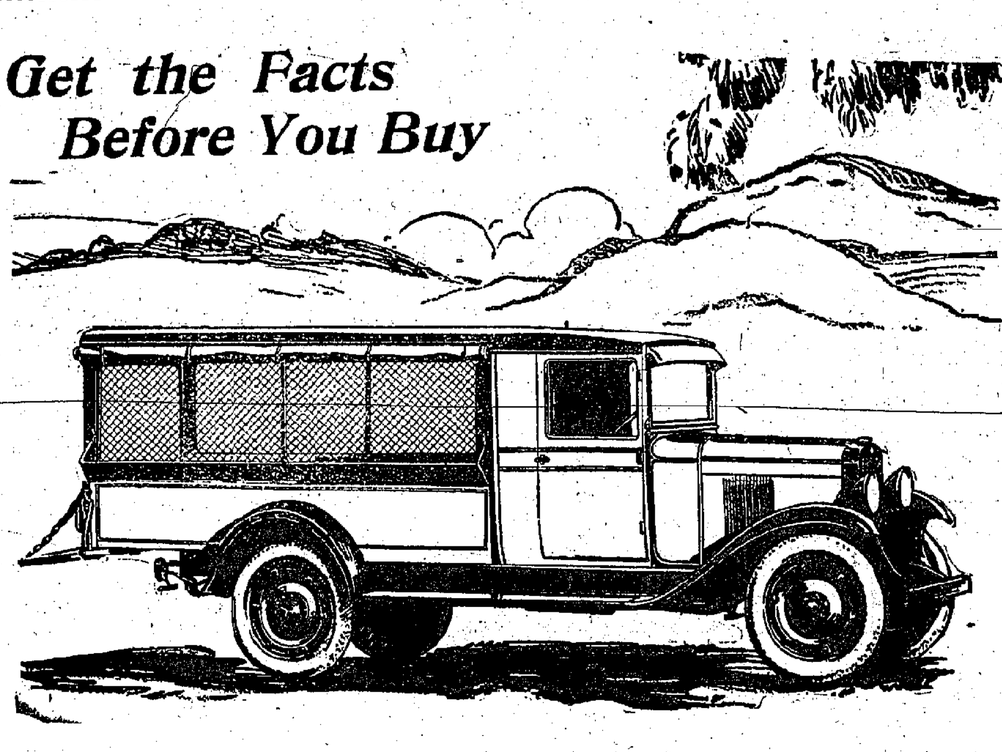
So far we have alluded to such over-the-railway roads as being useful links with the trunk roads, but, later, as conditions justify and as finance permits, these links might themselves be extended into trunk roads penetrating as far as the railways.

The main points of a new scheme such as this strike home far more readily when represented pictorially, and for this reason we have included a number of illustrations in which certain of our ideas on this matter have been embodied. It will be seen that there is no reason why this combined road-rail system should be inartistic or unharmonious—in fact, the inner termini could easily be made quite pleasing. The ramps shown in our view of an important station could be utilised either for one-way or two-way traffic, according to the conditions. As depicted, vehicles are seen travelling in both directions.

Tunnels

Where tunnels are encountered there would be the option of raising the road over the tunnel or leaving the railway track for a short distance and rejoining where it emerges into the open. The latter procedure would only be necessary where the tunnel penetrated particularly high ground, which could then be avoided by a slightly circuitous route. Suitable ramps could also be provided at convenient points, such as wayside railway stations, so that vehicles could leave the overhead road, either for the purpose of reaching an ordinary road or for loading and unloading.

We fully expect this scheme to be subjected to a large amount of critics, but (says the "Commercial Motor") we put it forward as a basis upon which something even more valuable may possibly be founded, and we will welcome, for publication where suitable, the opinions of our readers.



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PITFALLS OF GARAGING

The parking regulations and the law of obstruction compel many motorists to leave their cars in a public garage when they go out in the evening. Cars in such garages do not always receive the treatment they deserve, and it is as well for motorists to know legal rights supposing their property is damaged. The following rules of law—discussed in detail in an informative article in "The Light Car and Cyclecar"—apply equally to a genuine garage and to private parking grounds such as are frequently used by motorists.

In default of a special agreement between the motorist and the garage owner, if an accident occurs to the car while in the garage, the garage owner will be liable for the damage or loss unless he can show that neither he nor his servants were guilty of any negligence causing or contributing towards the accident.

If, however, there is a notice plainly exhibited in the garage stating that the proprietor will not be liable for any loss or damage, however caused, or if he states this verbally to the motorist before the car is left, the motor or the Insurance Co. will have to bear the loss should the car be damaged or stolen.

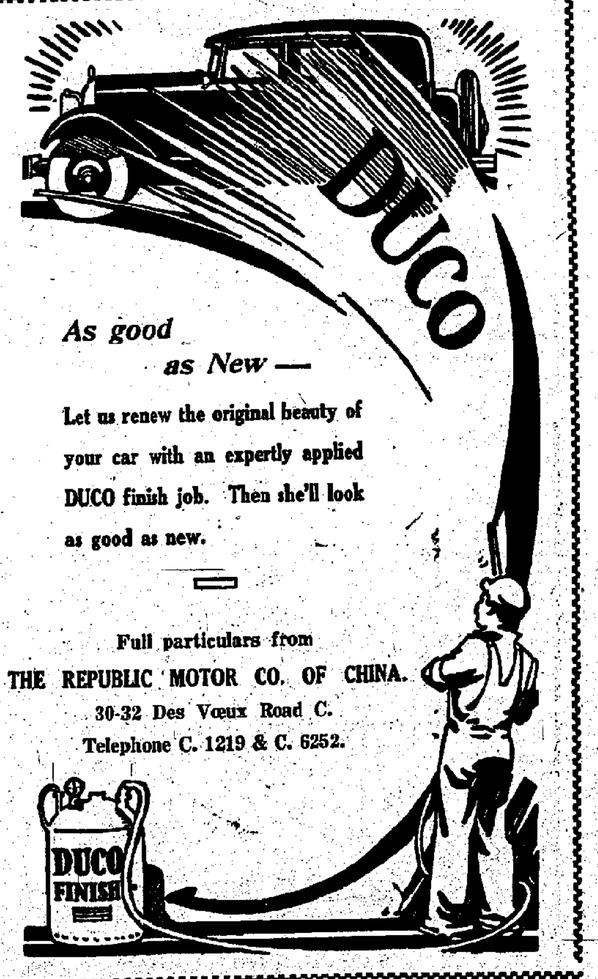
It makes little difference whether a charge is made for garaging the car or not. Unless an agreement of the above kind is entered into a garage owner, will be liable to a motorist for damage to, or less of, his car unless he can show that he and his servants have been reasonably careful.

WHEN WHEELS APPEAR TO REVOLVE BACKWARDS

Most people have noticed that motorcar wheels on the cinematograph screen occasionally revolve backwards, although the hero's attitude may be indicative of Malcolm Campbell at his best, writes Professor A. M. Low in "The Motor."

The same effect is observed when a car is passing a fence in which there are gaps between the palings if the cinematograph shutter happens to operate at similar speeds to the rate at which the spokes of the wheel pass your eye. Only alternate spokes are seen and after the spoke which should be moving towards the top of the wheel is obliterated you will see the next spoke which has not quite reached the position of the leading spoke when you last saw it on the film. The result is to suggest to the vision that the wheel is revolving backwards.

If it were not for the power of the eye to retain an impression for a short period, the cinematograph film would be a mere jumble and a blur. I believe that some monkeys have so little "retentivity" of vision that they cannot appreciate the cinematograph. This criticism would prove a god-send to producers when dealing with disgruntled critics!



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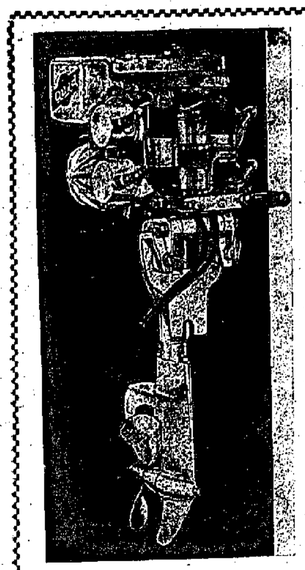

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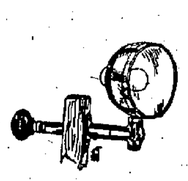

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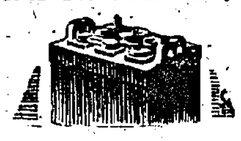

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STIFF TEST

MORRIS MINORS OVER STEEP HILLS

GOOD REPORTS

[By J. E. Appleyard, B.Sc.]

After a considerable period of waiting, the first two Morris Minors arrived in our showrooms in Leeds in early October. We knew nothing about them except their excellent qualification of having come from a good stable, and determined to find out whether they really were worthy members of the redoubtable Morris family, we subjected them to trial on the worst hills in Yorkshire and the Lakeland.

The "Yorkshire Evening Post" and "Yorkshire Weekly Post" representatives very kindly consented to observe the climbs up the famous Sutton Bank and its neighbour, White Horse Hill, and these we sampled first.

Forty in Second

The 3.9 gradient of Sutton Bank troubled the cars not at all. In fact, the speed never fell below 20 miles an hour, and the little engine was successfully run at 20 miles an hour in second gear without distress.

This experience fortified us for the much more formidable White Horse Hill, which climbs the Hambletons three or four miles to the east, up a precipitous cliff out of which is cut in limestone the famous White Horse. The surface of this hill, unlike Sutton, is much broken up by water-courses and rough stones, but again this gradient had no terrors, and the hill with the exception of 20 yards on the "S" bend, was accomplished in second gear.

Having tested out the cars locally and so successfully, we decided to climb the worst hills in the English Lakes and try a series in transcending order of difficulty until we really found one which should be insurmountable.

On Kirkstone Pass

First we made for Kirkstone Pass, on the easy ascent from Windermere, and romped to the top with never a gear change below second. Then at the summit a turn was made down the real Kirkstone Pass, usually named "The Struggle" this being the hill which leads straight up from Ambleside to the hotel at the top of the Pass.

Again the little cars flicked round the "S" bends, despite the rough surfaces, and straight up the final reach without a falter. This hill rises 1,300 feet in 2⅞ miles, and incidentally, has nearly half a mile of travelling where no height is gained.

Having thus successfully accomplished one of the best-known test hills of the English Lakes, we turned to the consideration of a still stiffer proposition and decided on Howtown Hause, a hill not as well known to motorists as its scenery and character merit. This lies along the little-known eastern shore of Ullswater and ends in a cul de sac high above the lake. The road ascends in seven hairpin lacets up the mountain side, so strongly resembling Alpine climbs that it has earned for itself the name of the "English Stelvio."

For several days it had been raining hard and the road along the lake was flooded 9 ins. to 1 ft. No other method, however, of gaining Howtown Hause was possible, so the little cars ran through the flood, throwing the water high over their bonnets and emerging after 200 yards of water none the worse for their bath. Soon the zig-zag road confronted us leading up to the gap in the hills above Howtown.

Short Wheelbase Advantages

Never have we known so exhilarating a climb. First we rose at one hair-raising hairpin to the right. In a few short yards, another to the left, again another to the right, another to the left, all of gradients of the order of 1 in 4. A large car could not have got round the hairpins of the narrow road without the necessity of reversing, but each of the little Minors came round the bends at speed without a single reverse, and finally emerged at the top of the Pass with never a sign of exhaustion or heat. In fact, the radiators were never more than comfortably warm to the hands.

On this hill we gained our real impression of the extraordinary "nippiness" of the Minors, their delightful easy accurate steering, freedom from bounce and perfect springing over the roughest of surfaces. As a demonstration of the stability of the car and its low centre of gravity, Mr. Limb, our General Manager, drove one of the cars from the top down to a hairpin bend with a gradient of 1 in 4, and, at a narrow portion of the road which was only half as wide as the car is long, turned the car round on the 1 in 4 gradient in one reverse and came back up the hill. Following this, he drove the car again down the hill and in reverse drove backwards way up the lacets in a spectacular fashion, which has delighted audiences who have since seen the film depicting the climbs.

Looking For More

With Howtown Hause achieved, like Alexander we looked for fresh worlds to conquer, and were perplexed where to find a hill which offered greater difficulties than Howtown Hause. Someone suggested "Why not try the little bus on Honister Pass." We knew this had but rarely been attempted and still more rarely climbed without special gear ratios being made from standard.

The little Morris Minors had been taken straight from the showrooms without any preparation of any kind, but fortified by the fact that we had with us non-skid chains, we decided to run over the other side of Derwentwater and have a look at the notorious "worst hill in England."

We arrived there at 5 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Scafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveals Lakeland at its best.

Fortified with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttermere. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the coaches which descend the hill on skids but never come up, and its unfenced precipice on the right-hand side of the ascent.

With trepidation we decided to take the cars to the bottom and in case of failure to climb the hill, o run home by Buttermere. Quarrymen from the slate works gathered round in interest to see whether the little cars would succeed where so many others had failed.

500 Feet Up

Our little crowd, with camera and cinema operator complete, gathered at the "Hill Step" and watched the first of the Morris Minors, driven by Mr. Whatley; sales manager of Appleyard of Leeds Ltd., come into sight three-quarters of a mile away down the Pass, 500 feet below, round the bridge over the mountain torrent, in and out of the "S" bend with its gradient of 1 in 4½ culminating in 1 in 4, then up the 100 yards straight of 1 in 6, swerving to the right on 1 in 5 and up to the second bridge on the easier gradient. The roar of the little engine came up the "Pass" as it gathered way for the real crux of the climb with the gradient gradually stiffening to 1 in 5 up to the foot of the "Hill Step" itself where the slope abruptly changes to the gradient of 1 in 3½ stiffening to 1 in 3. The road climbs along an unfenced precipice which drops into the torrent back far below.

The Conquest of Honister

The car came gamely at its task, slackening speed with the slip of the wheels on the bare exposed rock and in the ruts cut out by the skids. "Will it do it?" "It can't." "It can." It will." And then a great shout of delight as the little bus came out upon the top of the "Step," and romped home up the upper portion of the Pass to the sign boards at the top.

Quickly afterwards came Mr. Limb with the other Morris Minor and again both climbs were repeated, making four clean, completely unassisted ascents.

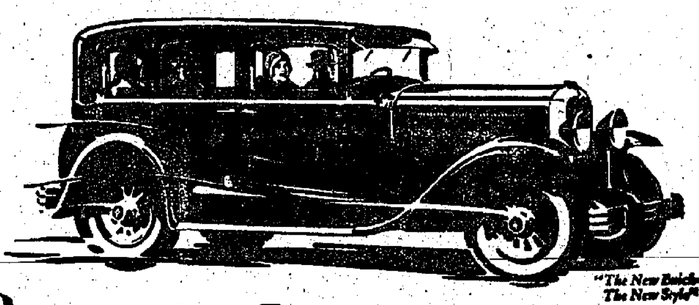
Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds. The cars had emerged from their baptism of floods, vile roads and precipitous hills.

UNRECOGNIZED EFFORTS

Not long ago I noticed in my daily paper, says a contributor to "Motor Cycling," an account of how the Freedom of the City of London had been conferred on several pioneers of the motorcar industry. Two of these gentlemen were journalists, whilst the other was a well-known member of the trade who has been associated for a large number of years with the importation of American cars into this country.

One cannot help feeling that the City might well confer similar honours in connection with the motorcycle trade. Our industry is one of the very few in which Britain leads the world, and it is, on that account, more successful than the car trade, in which the same state of affairs cannot be said to exist. The exceptional position that motorcycle manufacturers have built up for themselves would seem to call clearly for some special recognition in return for the contribution to the prosperity of the nation.

Get behind the wheel *and* Get the facts!



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You *want* the finest—you *want* the best—you *want* your next car to meet your highest expectations... The only way to be sure is to *drive before you decide*... and driving will lead you to Buick as surely as this dynamic car incorporates an entirely new, a revolutionary, order of performance!

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Buick Motor Company, Flint, Michigan
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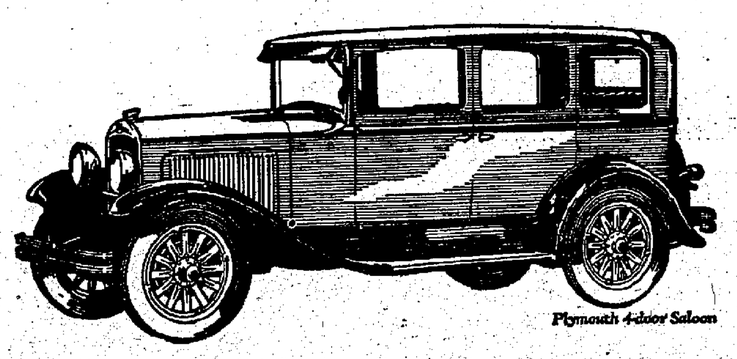

Plymouth 4-door Saloon

PLYMOUTH

The full-size of the new Plymouth comes as a distinct revelation to motorists long accustomed to crowded seating space and discomfort in low-priced cars.

Plymouth chassis and bodies are longer and lower—seats are wider and deeper, giving greater leg and head room for all adult passengers.

In appearance, the Plymouth unquestionably leads its field for distinctive style and beauty. In action, it brilliantly sustains the Chrysler reputation for refined power, speed and smoothness.

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POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per
THURSDAY, APRIL 11.	
Shanghai and Amoy	Ninghai
FRIDAY, APRIL 12.	
Shanghai and Europe via Siberia, London, 21st and 22nd March	Naldera
Europe via Suez (Letters and Papers, London, 14th Mar. and parcels, 7th Mar.)	Kalyan
SATURDAY, APRIL 13.	
U.S.A., Canada, Japan and Shanghai	President Madison
Japan and Shanghai	Toyama Maru
Shanghai and Swatow	Szechuen
SUNDAY. APRIL 14.	
Straits	Takada
Straits	Katori Maru
MONDAY, APRIL 15.	
Straits	Jeypore
Manila	President Cleveland
TUESDAY, APRIL 16.	
Shanghai	Antenor

OUTWARD MAILS.

For	Per	
THURSDAY, APRIL 11.		
Swatow	Seistan	3.30 p.m.
Sam Shui and Wuchow	San Ning	4 p.m.
Saigon	Clara Jebsen	5 p.m.
Hoihow and Haiphong	Hermod	5 p.m.
FRIDAY, APRIL 12.		
Rabaul	Bremerhaven	10.30 a.m.
Swatow, Amoy and Foochow	Haiching	1 p.m.
Sam Shui and Wuchow	Kochow	4.30 p.m.
Japan	Kalyan	5 p.m.
Shanghai and Europe via Siberia	Kalyan Registration ....Apr. 12, 5 p.m. Letters ....6 p.m.	
Straits, Ceylon, India, Mauritius, L. Marques, East and South Africa, Aden, Egypt and Europe via Marseilles	Naldera (Due Marseilles, 10th May) K.P.O. Parcels ....Apr. 12, 4.30 p.m. Registration ...Apr. 13, 9 a.m. Letters ....10 a.m. G.P.O. Parcels ....Apr. 12 5 p.m. Registration ..Apr. 13, 9.45 a.m. Letters ....10.30 a.m.	
Straits and Calcutta	Yuensang Parcels ....Apr. 12, 5 p.m. Letters ....Apr. 13, 8.30 a.m.	
SATURDAY, APRIL 13.		
Sandakan	Hinsang	8.30 a.m.
Java via Batavia	Tjikembang	2.30 p.m.
Manila	President Madison	4.30 p.m.
SUNDAY, APRIL 14.		
Swatow, Amoy and Formosa	Canton Maru	9 a.m.
Bangkok via Swatow	Kaying	9 a.m.
MONDAY, APRIL 15.		
Shanghai and Japan	Katori Maru	10.30 a.m.
Swatow	Anking	3.30 p.m.

*Correspondence bearing vessel's name only.

IRISH FREE STATE & AVIATION

NEW SCHEME

DAILY FLIGHTS FROM DUBLIN TO LONDON

FITZMAURICE A DIRECTOR

London, Yesterday.

The Committee of the Irish Free State Government are considering a scheme of aviation development for the Free State, submitted by a newly formed company of Irish Airways.

The directors of the Company include Colonel Fitzmaurice, the Atlantic flier.

The scheme embraces a regular day service between Dublin and London of machines capable of carrying from 12 to 20 passengers at a fare about the same as the first-class charge for rail and boat.—British Wireless Service.

MINORITIES

VITAL QUESTION TO BE DISCUSSED IN LONDON

LEAGUE SUB-COMMITTEE

London, Yesterday.

The meeting of the sub-committee, appointed by the League Council at its last meeting to deal with the question of minorities, will meet in the Foreign Office on April 29. Sir Austen Chamberlain is *rapporteur* on the question and his colleagues, who will come to discuss the matter with him, are Signor Quinones de Leon of Spain and Mr. Adatchi of Japan.—British Wireless Service.

CABLE MERGER

STOCK EXCHANGE EXPRESSES SATISFACTION

SHARES BUOYANT

London, Yesterday.

The Wireless and Cable Merger has been received upon the Stock Exchange with satisfaction.

Shares in Marconis and the Eastern and Associated cable group opened buoyant, and subsequently changed hands freely at fluctuating prices.—Reuter.

The three R.A.F. Southampton-Napier flying-boats to form the nucleus of the new seaplane base at Basra arrived at Baghdad after a seven hours' flight from Alexandretta at an average speed of over 100 m.p.h.

DISARMAMENT

PREPARATORY COMMISSION AT GENEVA

AMERICA'S POLICY

New York, Yesterday.

It is understood that Mr. Hugh Gibson, who has sailed to attend the Preparatory Commission on Disarmament at Geneva, left with most definite instructions regarding the wishes of the American Government in connection with Disarmament, and possibly some new plan determining the specific categories of fighting craft, which President Hoover considers the hub of the whole problem.

A Significant Visit

Mr. Gibson, before sailing was a guest at the White House for over a week. Mr. H. Stimson (Secretary of State) arrived from Manila three days before Mr. Gibson planned to leave the Capitol. He was also a guest at the White House.

Mr. Gibson then postponed his departure for two days with a view to more extended conferences with his new chief. It is known they went over the Disarmament situation in the minutest detail.

Policy Unchanged

President Hoover is following the general Disarmament policy established by the last administration, and it is virtually agreed here that the Government has not receded in the slightest in its stand at Geneva, but the "Associated Press" correspondent remarks, "Hoover is sympathetic, and it is thought he may have brought to the White House some new idea of a solution which may satisfy the requirements of both Britain and America."—Reuter's American Service.

MEXICO'S STRIFE

U.S. WARSHIP PROTECTION ASKED

Washington, April 5.

State Secretary Stimson to-day requested additional battleships to protect Americans on the west coast of Mexico during the current fighting.

He also caused instruction to be sent to the U.S. border that a protest be conveyed against the allowing of bombs to fall at Naco, Arizona. General Lassister was instructed to take measures to make the protest effective.—United Press.

DEVELOPMENT IN BROADCASTING

AN ANNOUNCEMENT

IMPORTANT CONCESSION TO LICENSEES

PORTABLE SETS POPULAR

London, Yesterday.

A development in wireless broadcasting is signalised by the announcement that in view of the increasing popularity of portable wireless sets, the Postmaster-General has decided that in future the wireless licence shall cover not only the use of wireless sets at the permanent address of the licensee but also the use of a portable set.—British Wireless Service.

"SOUTHERN CROSS"

AUSTRALIA'S GOVERNMENT AND THE SEARCH

THE LATEST PRESUMPTION

London, Yesterday.

The Governmenet of Australia has taken charge of the search for the "Southern Cross" the crew of which are presumed to have landed in the mountains fifty miles east of Fort George where the natives are unfriendly but where natural food is plentiful.—Reuter.

£7,000 A YEAR

CONDUCTOR'S "JOB IN LIFE" REFUSED

Dr. Malcolm Sargent, the well-known conductor has refused an offer to become musical director of a West-end cinema, at a salary stated to be £7,000 a year. His work would have consisted of playing at three ten-minute sessions each day.

"I have several reasons for refusing the offer," said Dr. Sargent recently. "In the first place, I am already under moral obligation to several other concerns, which, without a very good reason, I could not get out of. I feel that playing one piece a day would not satisfy my musical capacity.

"I have various symphony orchestras in different parts of the country, and I could not give them up unless I had work of greater musical importance to do. As I do not consider the work offered me now of greater importance, I turned it down. I feel strongly that one has a certain job in life to carry out, and I mean to do mine to the best of my ability."

GRETA GARBO

— the screen's most exciting charmer, in the colourful role of an international spy who moves in a maze of intrigue and is finally trapped in the web of love!
The Mysterious LADY
With
CONRAD NAGEL
AT THE QUEEN'S TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.

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THE SUPREME ACHIEVEMENT OF THE NEW ART!
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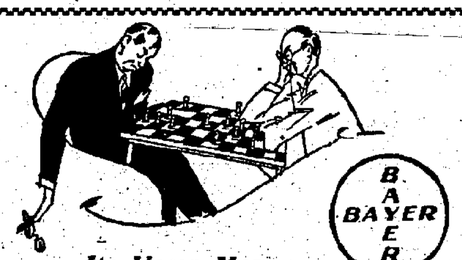
TO-DAY TO SATURDAY
2.30, 5.20, 7.15 & 9.15 AT THE MAJESTIC

GEORGE SIDNEY and CHARLIE MURRAY in LOST AT THE FRONT
Let these two generals of comedy bombard your blues with bombshells of laughter. Follow them on three different war fronts in a series of merry mix-ups that made even their own buddies their enemies!



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